

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60M06		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

**PROPOSED  
HIGHWAY PLANS**

**F.A.U. ROUTE 3525 / US 41 / LINCOLN AVE.  
NILES CENTER RD. TO DEVON AVE.**

**SECTION: 103-RS-4**

**RESURFACING**

**PROJECT: M-3525(003)**

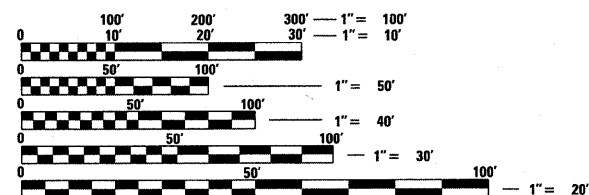
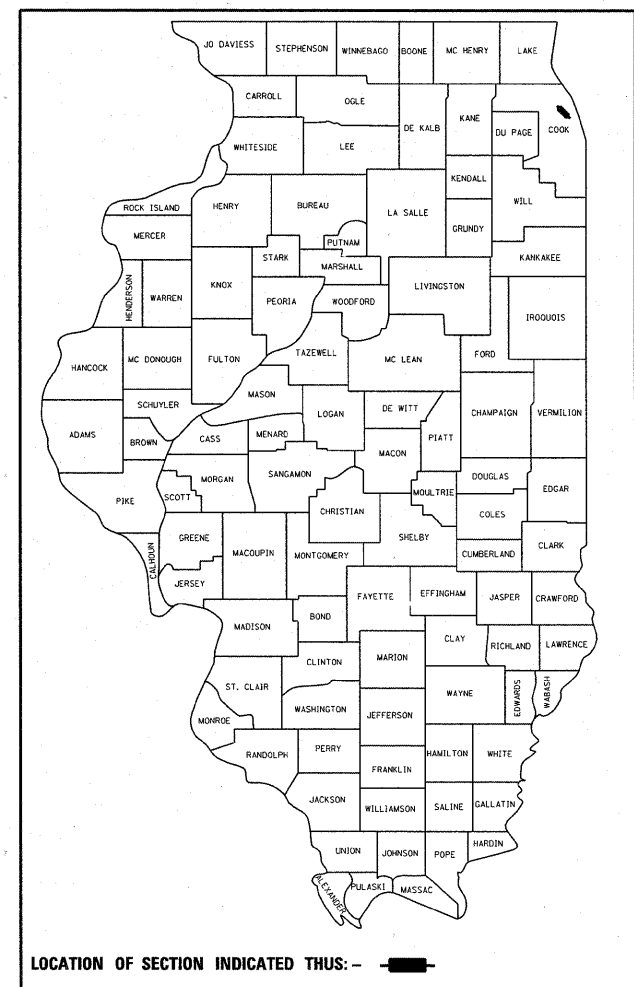
**COOK COUNTY**

**C-91-073-11**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGES OF LINCOLNWOOD & SKOKIE

D-91-073-11

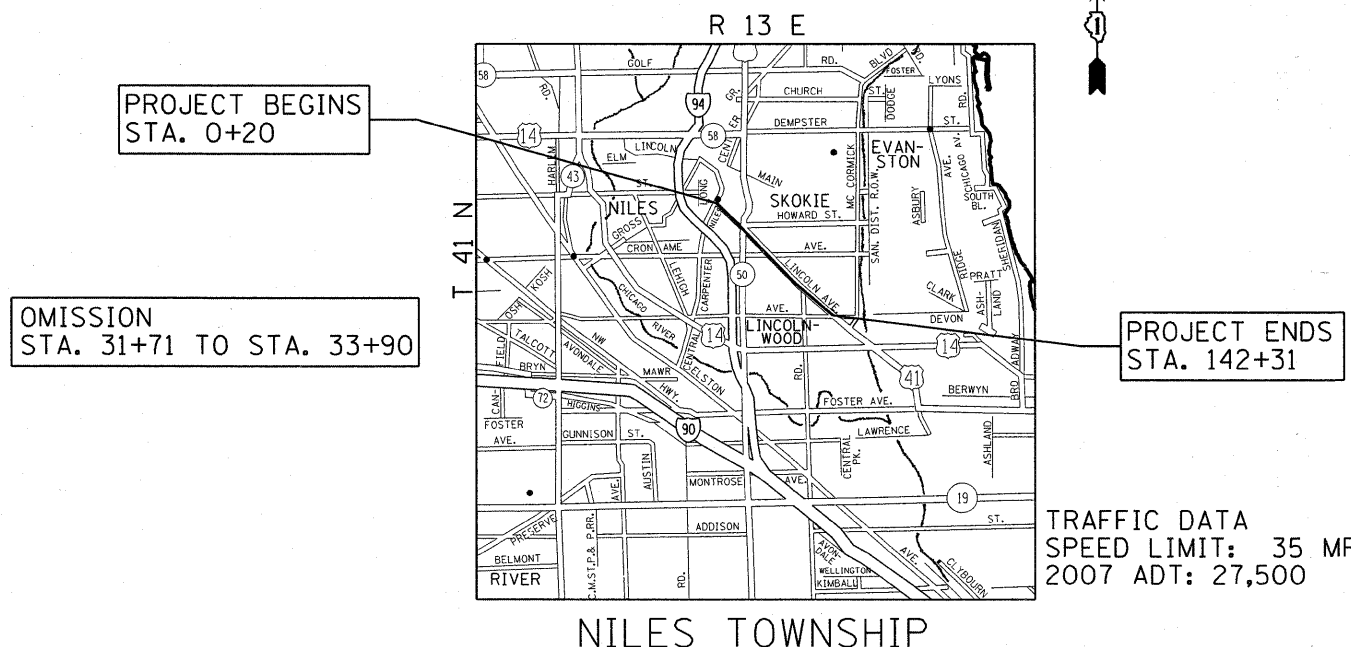


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

**PROJECT ENGINEER: DAN WILGREEN (847) 705-4240**  
**PROJECT MANAGER: KEN ENG**

**CONTRACT NO. 60M06**



GROSS LENGTH OF PROJECT = 14,211 FEET (2.69 MILES)  
NET LENGTH OF PROJECT = 13,992 FEET (2.65 MILES)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MARCH 8, 20 11

Diane M. O'Keefe or  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13 20 11

Scott E. Stitt, P.E. or  
ENGINEER OF DESIGN AND ENVIRONMENT

May 13 20 11

Christine M. Reed or  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-6	TYPICAL SECTIONS
7-11	ROADWAY & PAVEMENT MARKING PLANS
12-19	DETECTOR LOOP REPLACEMENT PLANS
20	DETAILS FOR FRAMES AND LIDS WITH MILLING (BD-08)
21	PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT (BD-22)
22	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
23	BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS (BD-32)
24	TRAFFIC CONTROL AND PROTECTION FOR SIDES ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
25	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
26	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
27	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
28	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)
29	ARTERIAL ROAD INFORMATION SIGNING (TC-22)
30	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5M) (BD-02)
31	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)

STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME AND LIDS, TYPE 1
604086-02	FRAME AND GRATE, TYPE 23
701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS ≤ 40 MPH
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

GENERAL NOTES:

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. ( 48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF LINCOLNWOOD AND SKOKIE.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H), WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

10 FEET (3 METER) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING OR RESURFACING.

ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.

AT LEAST TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8419.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.

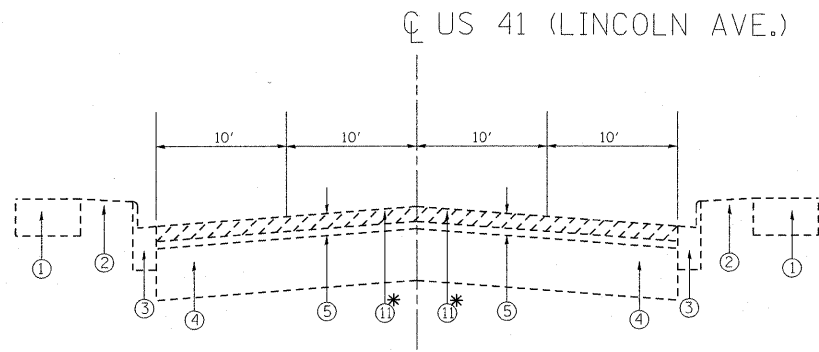
THE UNIT WEIGHT (CONVERSION FACTOR) QUOTED IS FOR THE ESTIMATING PLAN QUANTITIES ONLY. ACTUAL QUANTITIES TO FULFILL CONTRACT REQUIREMENTS WILL BE DETERMINED BASED ON UNIT WEIGHT OF APPROVED MIX DESIGN, PLAN DIMENSIONS, AND DENSITY LIMITATIONS. MAXIMUM PAYMENT WILL BE COMPUTED BASED ON WEIGHT AVERAGE DENSITIES OF THE IN-PLACE MIXTURE.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

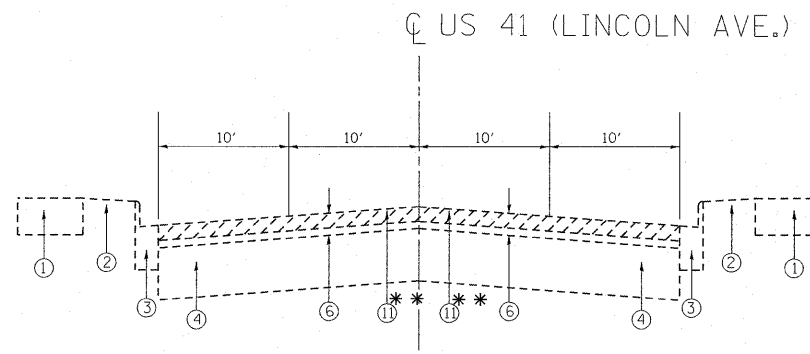
FILE NAME =	USER NAME = obreuh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 41 /LINCOLN AVE. (FROM NILES CENTER RD. TO DEVON AVE.) INDEX OF SHEETS STATE STANDARDS AND GENERAL NOTES</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\pwidot\obreuh\d0230672\0107	11-sht-pl.envdgn	DRAWN -	REVISED -			3525	103-RS-4	COOK	31	2	
	PLOT SCALE = 50.7684' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60M06					
	PLOT DATE = 3/3/2011	DATE -	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT					
					SCALE: 1" = 50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED. 20% STATE						CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED. 20% STATE					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	2983	2983						60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	50	50					
25200110	SODDING, SALT TOLERANT	SO YD	2983	2983						60618210	HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH	SO FT	300	300					
25200200	SUPPLEMENTAL WATERING	UNIT	30	30						60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SO FT	1100	1100					
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	143	143						60624600	CORRUGATED MEDIAN	SO FT	300	300					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	86	86						67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
40600300	AGGREGATE (PRIME COAT)	TON	432	432						67100100	MOBILIZATION	L SUM	1	1					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	167	167						70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1						70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	924	924						70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	248	248						70300100	SHORT TERM PAVEMENT MARKING	FOOT	9606	9606					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	16	16						70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	1190.4	1190.4					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	11109	11109						70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	25418	25418					
42001300	PROTECTIVE COAT	SO YD	4709	4709						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	10081	10081					
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	365	365						70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	162	162					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	400	400						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	743	743					
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SO YD	6312	6312						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1518	1518					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	104947	104947						70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1067	1067					
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	507	507					*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	1190.4	1190.4					
44000600	SIDEWALK REMOVAL	SO FT	400	400					*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	25418	25418					
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SO YD	1472	1472					*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	10081	10081					
44003100	MEDIAN REMOVAL	SO FT	300	300					*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	162	162					
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SO YD	267	267					*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	743	743					
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SO YD	96	96					*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1518	1518					
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SO YD	1109	1109					*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1016	1016					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	1898	1898						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	813	813					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	657	657					*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	3694	3694					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	765	765						X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1L-4.75, N50	TON	4416	4416					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	109	109															
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	5	5															
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5	5															
60401030	FRAMES, TYPE 23	EACH	10	10															
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	54	54															

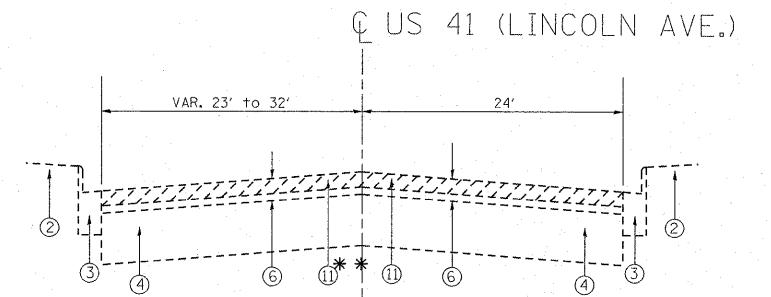
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 FED. 80% STATE/00%					CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SO FT	1100	1100														
X4403800	MEDIAN SURFACE REMOVAL	SO FT	1400	1400														
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	88	88														
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	17900	17900														
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	120	120														
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4														
<p>△ NON-PARTICIPATING</p>																		
* SPECIALTY ITEMS																		



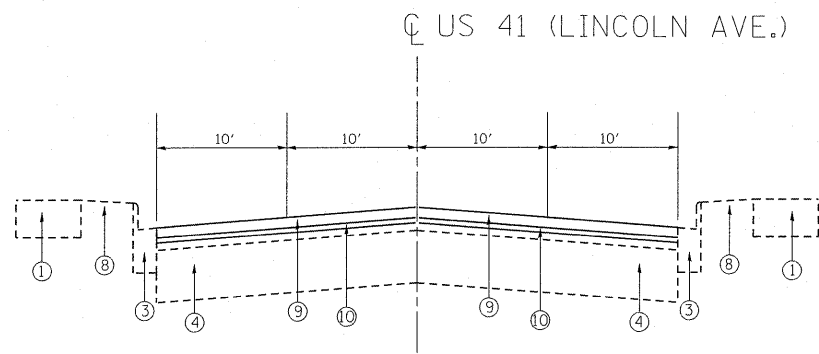
EXISTING TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 0+20 TO STA. 29+00  
Niles Center Rd. to Howard St.  
\* PATCH FIRST



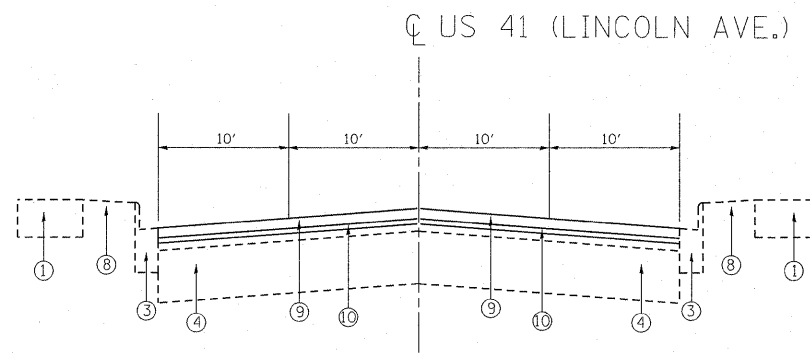
EXISTING TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 29+00 TO STA. 32+50  
Howard St. to Skokie Blvd.  
\*\* MILL FIRST



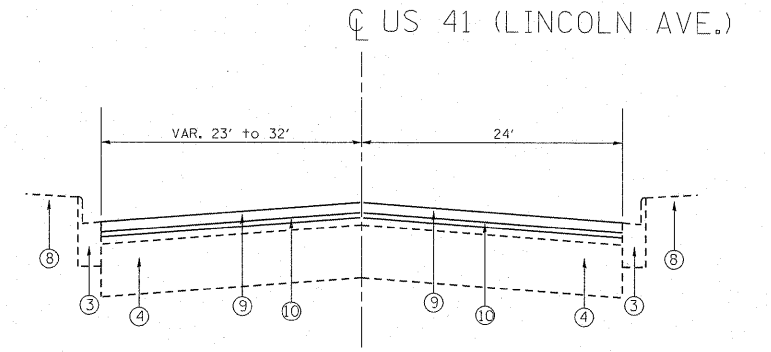
EXISTING TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 32+50 TO STA. 35+51  
NO PARKING AREA  
\*\* MILL FIRST



PROPOSED TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 0+20 TO STA. 29+00  
Niles Center Rd. to Howard St.  
\* PATCH FIRST



PROPOSED TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 29+00 TO STA. 32+50  
Howard St. to Skokie Blvd.



PROPOSED TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 32+50 TO STA. 35+51  
NO PARKING AREA

**LEGEND:**

- ① EXISTING CONCRETE SIDEWALK
- ② EXISTING SODDING
- ③ EXISTING CURB & GUTTER B 6.12
- ④ EXISTING PCC PAVEMENT ±7"
- ⑤ EXISTING HMA OVERLAY ±3"
- ⑥ EXISTING HMA OVERLAY VAR. 4.5" TO 6"
- ⑦ EXISTING HMA MEDIAN 4"
- ⑧ PROPOSED 4" TOPSOIL & SODDING
- \*\*\* ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, (IL 9.5mm); 1 3/4 "
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
- ⑬ EXISTING CONCRETE MEDIAN 4"
- ⑭ EXISTING CORRUGATED MEDIAN

**NOTES:**

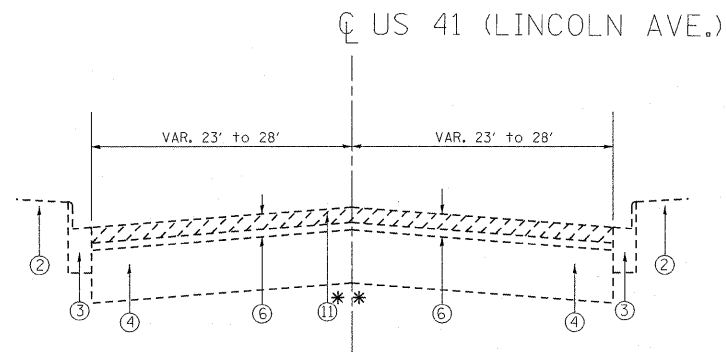
1. CLASS D PATCH 7" SHALL BE USED IN THE "PATCH FIRST" AREAS. CLASS D PATCH 10" SHALL BE USED IN THE "MILL FIRST" AREAS.
2. CORRUGATED MEDIAN REMOVAL AS DETERMINED BY THE RESIDENT ENGINEER SHALL BE PAID FOR PER SOFT FOR MEDIAN REMOVAL.

\*\*\* ONLY POLYMERIZED HMA SURFACE COURSE MIX "F", N90 SHALL BE PAY FOR PERFORMANCE (BMPP)

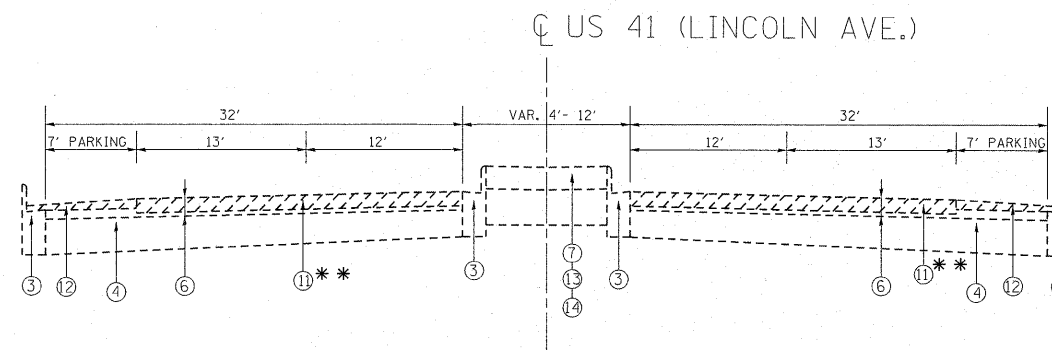
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
<b>RESURFACING</b>	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% @ 90 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR
<b>DRIVEWAYS</b>	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2"	4% @ 50 GYR
HMA BASE COURSE (HMA BINDER IL-19 mm); CE - 8"	4% @ 50 GYR
<b>HMA MEDIAN SURFACE</b>	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 4"	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/ SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

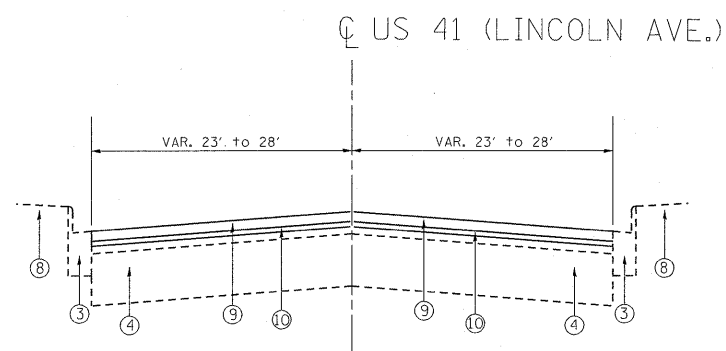


EXISTING TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 35+51 TO STA. 47+50  
NO PARKING AREA  
\*\* MILL FIRST

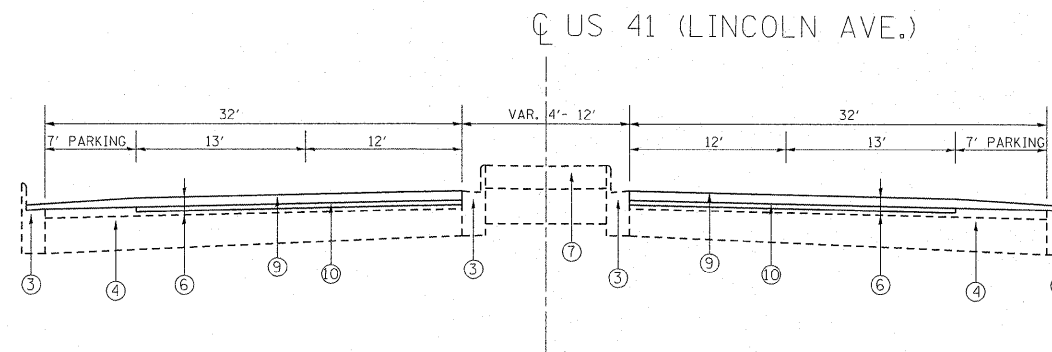


EXISTING TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 47+50 TO STA. 142+31  
(ON STREET PARKING TYPICAL)  
\*\* MILL FIRST

NOTE: UNRESTRICTED PARKING LANE WILL ONLY  
REQUIRE SURFACE COURSE.



PROPOSED TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 35+51 TO STA. 47+50  
NO PARKING AREA



PROPOSED TYPICAL SECTION  
US41 (LINCOLN AVE.)  
STA. 47+50 TO STA. 142+31  
(ON STREET PARKING TYPICAL)

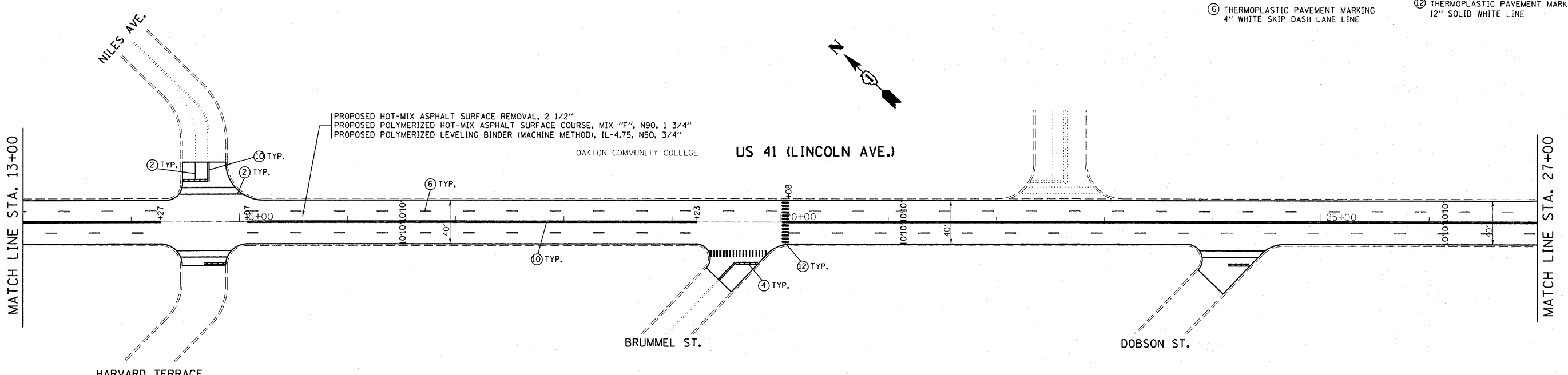
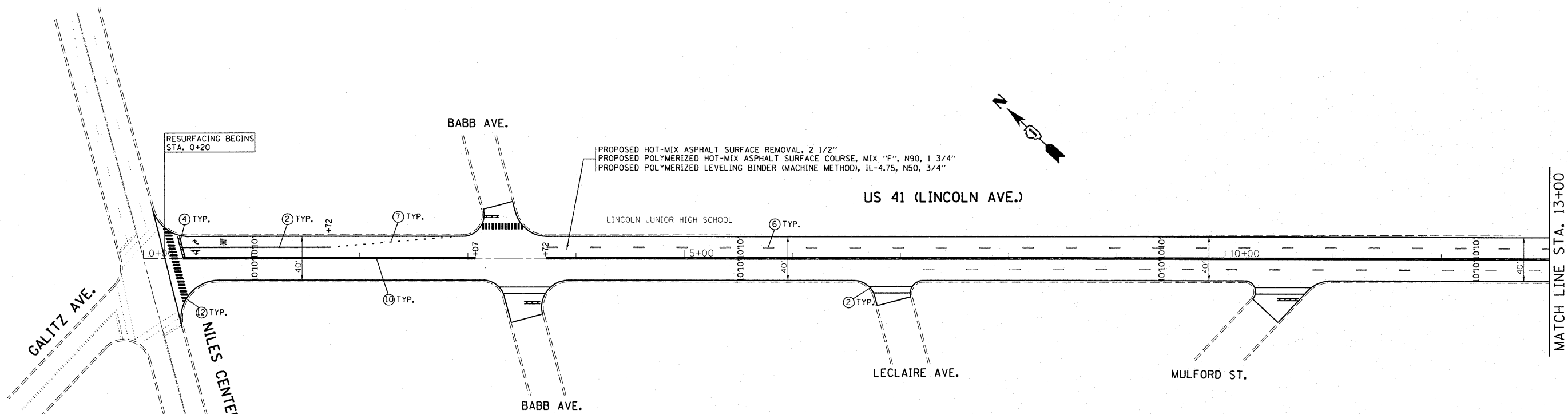
**LEGEND:**

- ① EXISTING CONCRETE SIDEWALK
- ② EXISTING SODDING
- ③ EXISTING CURB & GUTTER B 6.12
- ④ EXISTING PCC PAVEMENT ±7"
- ⑤ EXISTING HMA OVERLAY ±3"
- ⑥ EXISTING HMA OVERLAY VAR. 4.5" TO 6"
- ⑦ EXISTING HMA MEDIAN 4"
- ⑧ PROPOSED 4" TOPSOIL & SODDING
- ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, (IL 9.5mm); 1 3/4 "
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
- ⑬ EXISTING CONCRETE MEDIAN 4"
- ⑭ EXISTING CORRUGATED MEDIAN

**NOTES:**

1. CLASS D PATCH 7" SHALL BE USED IN THE "PATCH FIRST" AREAS.  
CLASS D PATCH 10" SHALL BE USED IN THE "MILL FIRST" AREAS.
2. CORRUGATED MEDIAN REMOVAL AS DETERMINED BY THE RESIDENT  
ENGINEER SHALL BE PAID FOR PER SQFT FOR MEDIAN REMOVAL.

FILE NAME = c:\pwwork\pwwork\abreueh\d0230672\010711-Design.dgn	USER NAME = abreueh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 41/LINCOLN AVE. (FROM NILES CENTER RD. TO DEVON AVE.) TYPICAL SECTIONS</b>			F.A.U. RTE. 3525	SECTION 103-RS-4	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 6
	PLOT SCALE = 50.7684' / IN.	CHECKED -	REVISED -					SCALE: NTS	SHEET NO.	OF	SHEETS	STA. X
PLOT DATE = 3/11/2011	DATE -	REVISED -	REVISED -	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT								



- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING  
4" SOLID SINGLE YELLOW LINE
  - ② THERMOPLASTIC PAVEMENT MARKING  
6" WHITE LINE
  - ③ THERMOPLASTIC PAVEMENT MARKING  
PARKING STALL LINE, 4" SOLID WHITE
  - ④ THERMOPLASTIC PAVEMENT MARKING  
24" WHITE STOP BAR
  - ⑤ THERMOPLASTIC PAVEMENT MARKING  
LETTERS AND SYMBOLS, WHITE
  - ⑥ THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP DASH LANE LINE
  - ⑦ THERMOPLASTIC PAVEMENT MARKING  
6" WHITE DOTTED EXTENSION
  - ⑧ THERMOPLASTIC PAVEMENT MARKING  
8" WHITE ISLAND LINE
  - ⑨ THERMOPLASTIC PAVEMENT MARKING  
12" YELLOW LINE @ 75' C-C OR 5 MIN. (TYP.)
  - ⑩ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID DOUBLE YELLOW
  - ⑪ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID WHITE LINE
  - ⑫ THERMOPLASTIC PAVEMENT MARKING  
12" SOLID WHITE LINE

FILE NAME =  
 es:\pwork\p1dot\abreuh\d230672\0107

USER NAME = abreuh  
 11-sh-t-plan.dgn  
 PLOT SCALE = 50,0000 ' / IN.  
 PLOT DATE = 3/3/2011

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**US 41 (LINCOLN AVE.)  
 ROADWAY PLAN**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	7
CONTRACT NO. 60M06				

ILLINOIS FED. AID PROJECT





MATCH LINE STA. 56+00

W. CHASE AVE.

US 41 (LINCOLN AVE.)

W. TOUHY AVE.

KOSTNER AVE.

KOSTNER AVE.

MATCH LINE STA. 71+00

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"  
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"  
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

**LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING  
4" SOLID SINGLE YELLOW LINE
- ② THERMOPLASTIC PAVEMENT MARKING  
6" WHITE LINE
- ③ THERMOPLASTIC PAVEMENT MARKING  
PARKING STALL LINE, 4" SOLID WHITE
- ④ THERMOPLASTIC PAVEMENT MARKING  
24" WHITE STOP BAR
- ⑤ THERMOPLASTIC PAVEMENT MARKING  
LETTERS AND SYMBOLS, WHITE
- ⑥ THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP DASH LANE LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING  
6" WHITE DOTTED EXTENSION
- ⑧ THERMOPLASTIC PAVEMENT MARKING  
8" WHITE ISLAND LINE
- ⑨ THERMOPLASTIC PAVEMENT MARKING  
12" YELLOW LINE @ 75' C-C OR 5 MIN. (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID DOUBLE YELLOW
- ⑪ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID WHITE LINE
- ⑫ THERMOPLASTIC PAVEMENT MARKING  
12" SOLID WHITE LINE

MATCH LINE STA. 71+00

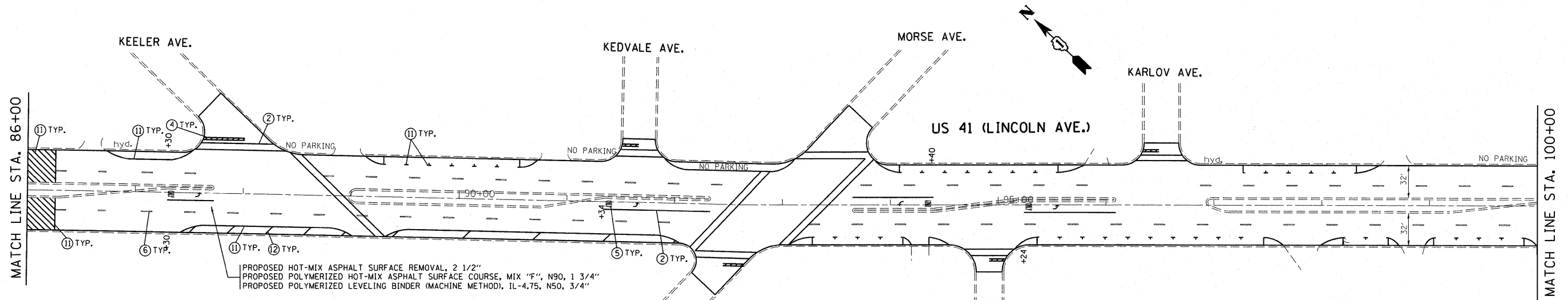
US 41 (LINCOLN AVE.)

TRIPP AVE.

MATCH LINE STA. 86+00

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"  
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"  
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

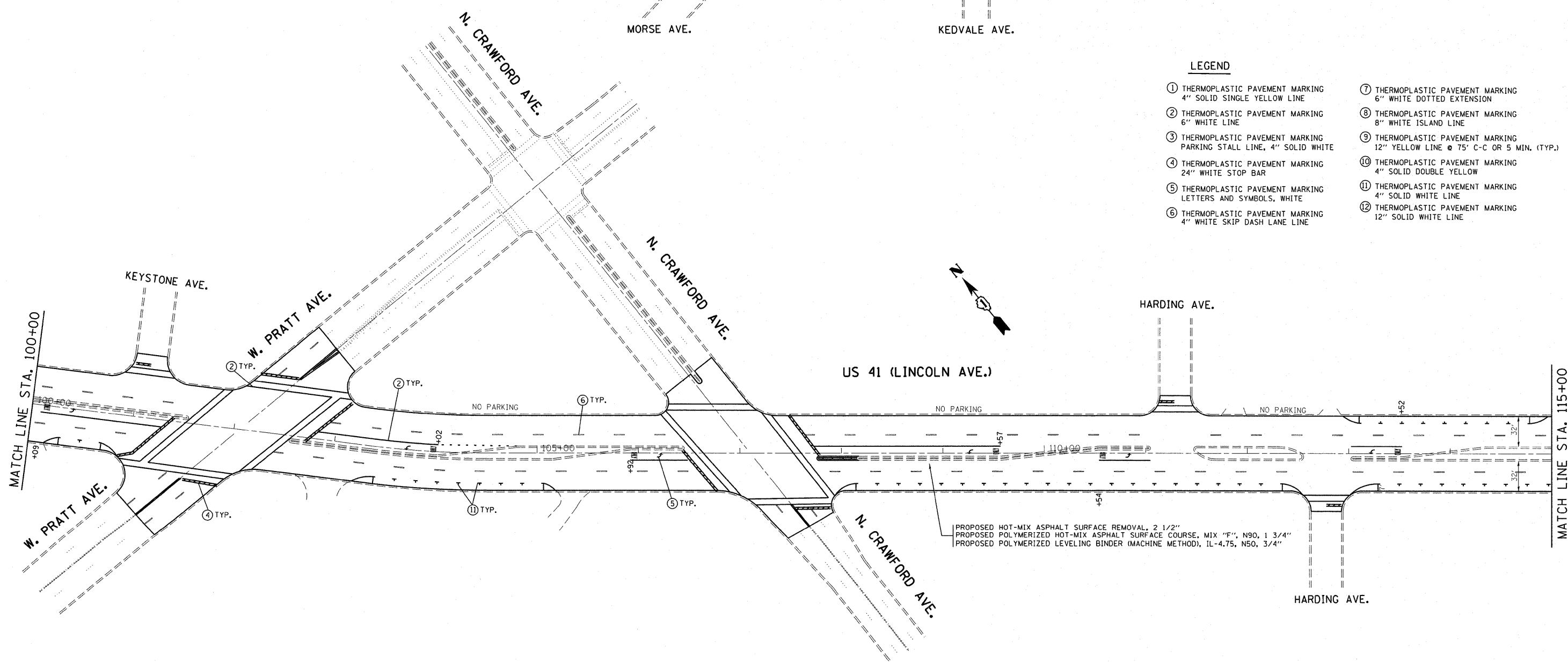
FILE NAME =	USER NAME = abreueh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 41 (LINCOLN AVE.) ROADWAY PLAN</b>			F.A.U. RTE. 3525	SECTION 103-RS-4	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 9
ca:\pwwork\pwwork\abreueh\0230672\0107	11-sht-plan.dgn	DRAWN -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60M06				
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 3/3/2011	DATE -	REVISED -									



PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"  
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"  
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

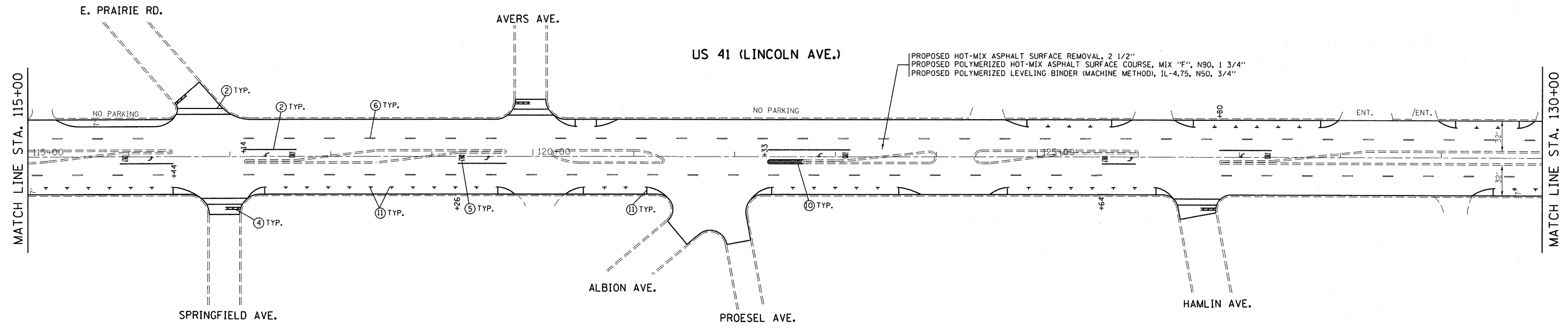
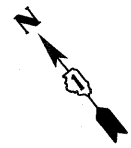
**LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING  
4" SOLID SINGLE YELLOW LINE
- ② THERMOPLASTIC PAVEMENT MARKING  
6" WHITE LINE
- ③ THERMOPLASTIC PAVEMENT MARKING  
PARKING STALL LINE, 4" SOLID WHITE
- ④ THERMOPLASTIC PAVEMENT MARKING  
24" WHITE STOP BAR
- ⑤ THERMOPLASTIC PAVEMENT MARKING  
LETTERS AND SYMBOLS, WHITE
- ⑥ THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP DASH LANE LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING  
6" WHITE DOTTED EXTENSION
- ⑧ THERMOPLASTIC PAVEMENT MARKING  
8" WHITE ISLAND LINE
- ⑨ THERMOPLASTIC PAVEMENT MARKING  
12" YELLOW LINE @ 75' C-C OR 5 MIN. (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID DOUBLE YELLOW
- ⑪ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID WHITE LINE
- ⑫ THERMOPLASTIC PAVEMENT MARKING  
12" SOLID WHITE LINE



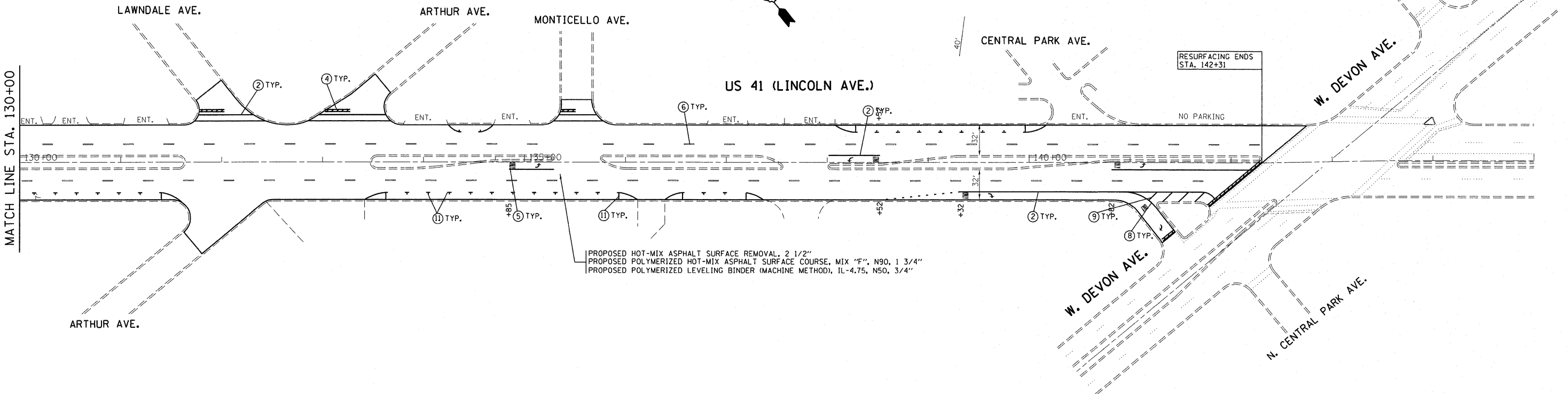
PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"  
 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"  
 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

FILE NAME =	USER NAME = abreuah	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 41 (LINCOLN AVE.) ROADWAY PLAN</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwr\work\puidot\abreuah\d0230672\0107311-sht-plan.dgn		DRAWN -	REVISED -		3525	103-R5-4	COOK	31	10			
PLOT SCALE = 50.0000" / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60M06				
PLOT DATE = 3/3/2011		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



**LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING  
4" SOLID SINGLE YELLOW LINE
- ② THERMOPLASTIC PAVEMENT MARKING  
6" WHITE LINE
- ③ THERMOPLASTIC PAVEMENT MARKING  
PARKING STALL LINE, 4" SOLID WHITE
- ④ THERMOPLASTIC PAVEMENT MARKING  
24" WHITE STOP BAR
- ⑤ THERMOPLASTIC PAVEMENT MARKING  
LETTERS AND SYMBOLS, WHITE
- ⑥ THERMOPLASTIC PAVEMENT MARKING  
4" WHITE SKIP DASH LANE LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING  
6" WHITE DOTTED EXTENSION
- ⑧ THERMOPLASTIC PAVEMENT MARKING  
8" WHITE ISLAND LINE
- ⑨ THERMOPLASTIC PAVEMENT MARKING  
12" YELLOW LINE @ 75' C-C OR 5 MIN. (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID DOUBLE YELLOW
- ⑪ THERMOPLASTIC PAVEMENT MARKING  
4" SOLID WHITE LINE
- ⑫ THERMOPLASTIC PAVEMENT MARKING  
12" SOLID WHITE LINE

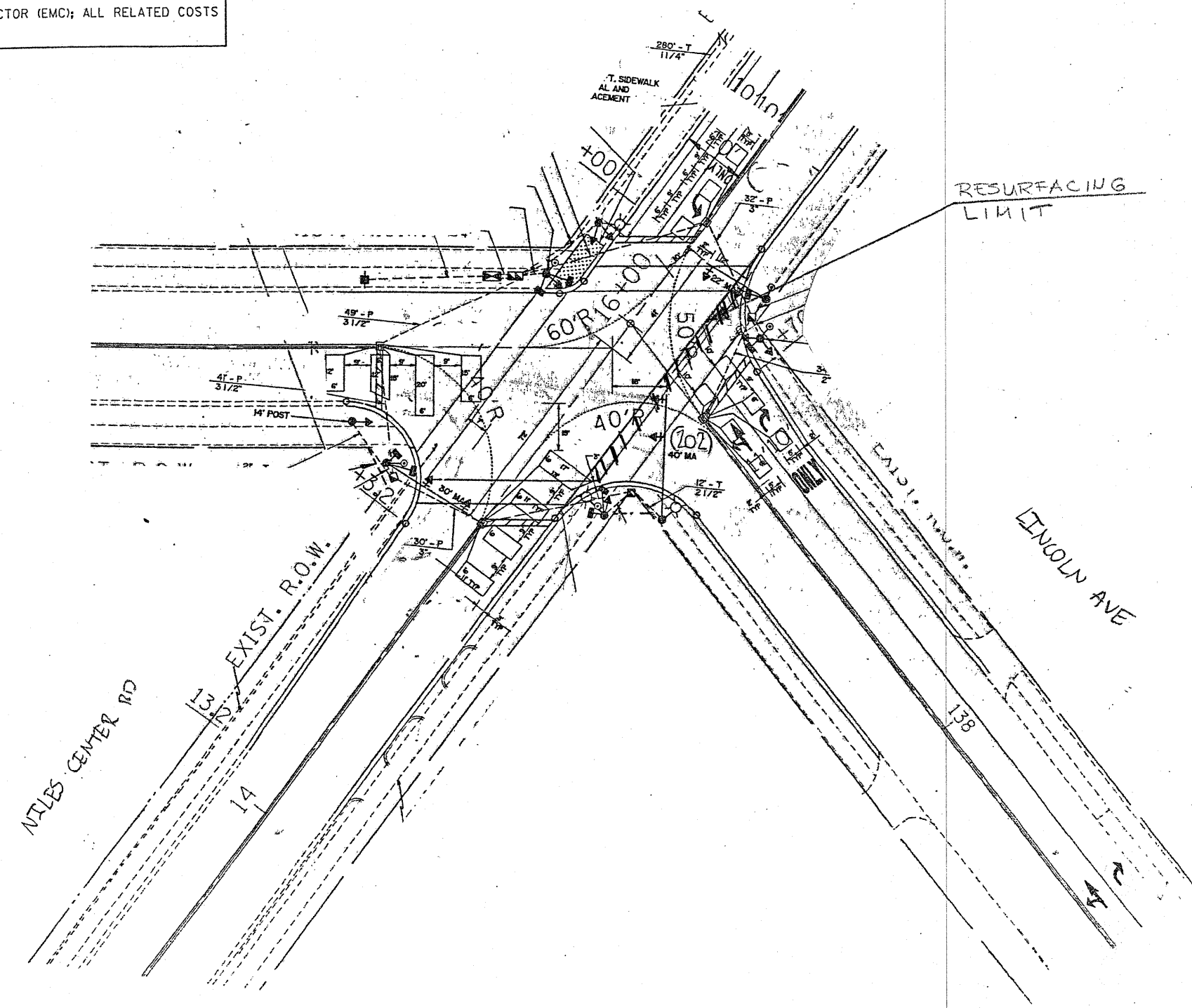


FILE NAME =	USER NAME = abreuah	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 41 (LINCOLN AVE.) ROADWAY PLAN</b>			F.A.U. RTE. 3525	SECTION 103-RS-4	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 11
ca:\pr-work\p1dot\abreuah\d0230672\0107	11-sht-plan.dgn	DRAWN -	REVISED -		SCALE:      SHEET NO.      OF      SHEETS      STA.      TO STA.			CONTRACT NO. 60M06				
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 3/3/2011	DATE -	REVISED -									

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	➔
SIGNAL HEAD	➔
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	—
DETECTOR LOOP	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	—
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	— "E"



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	202	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME *	USER NAME = nguyensm	DESIGNED -	REVISED -
c:\pwork\pwsdot\nguyensm\d0112618\files\ar.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

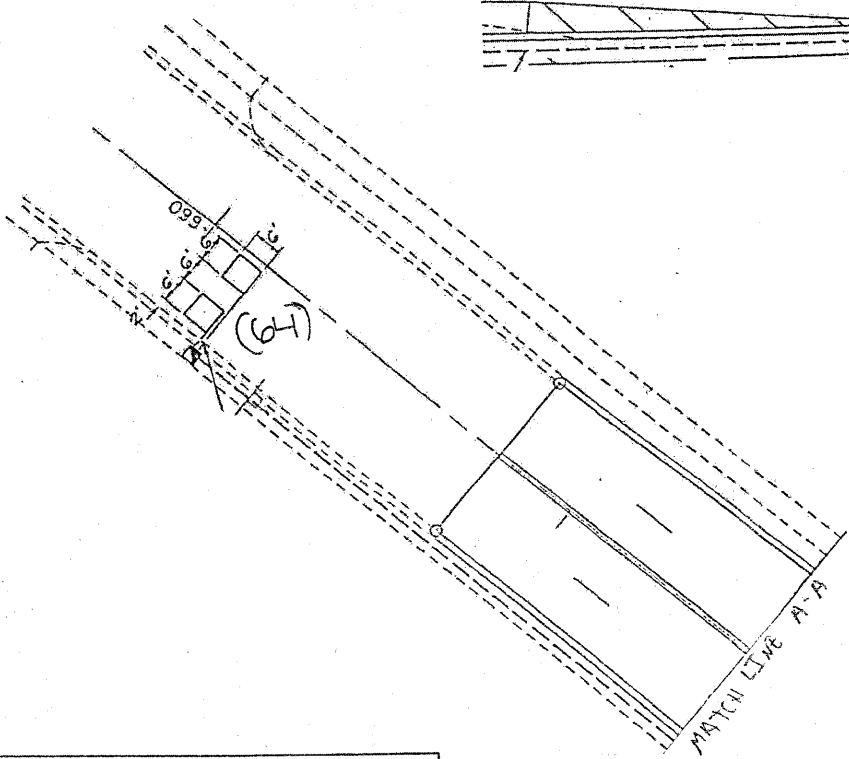
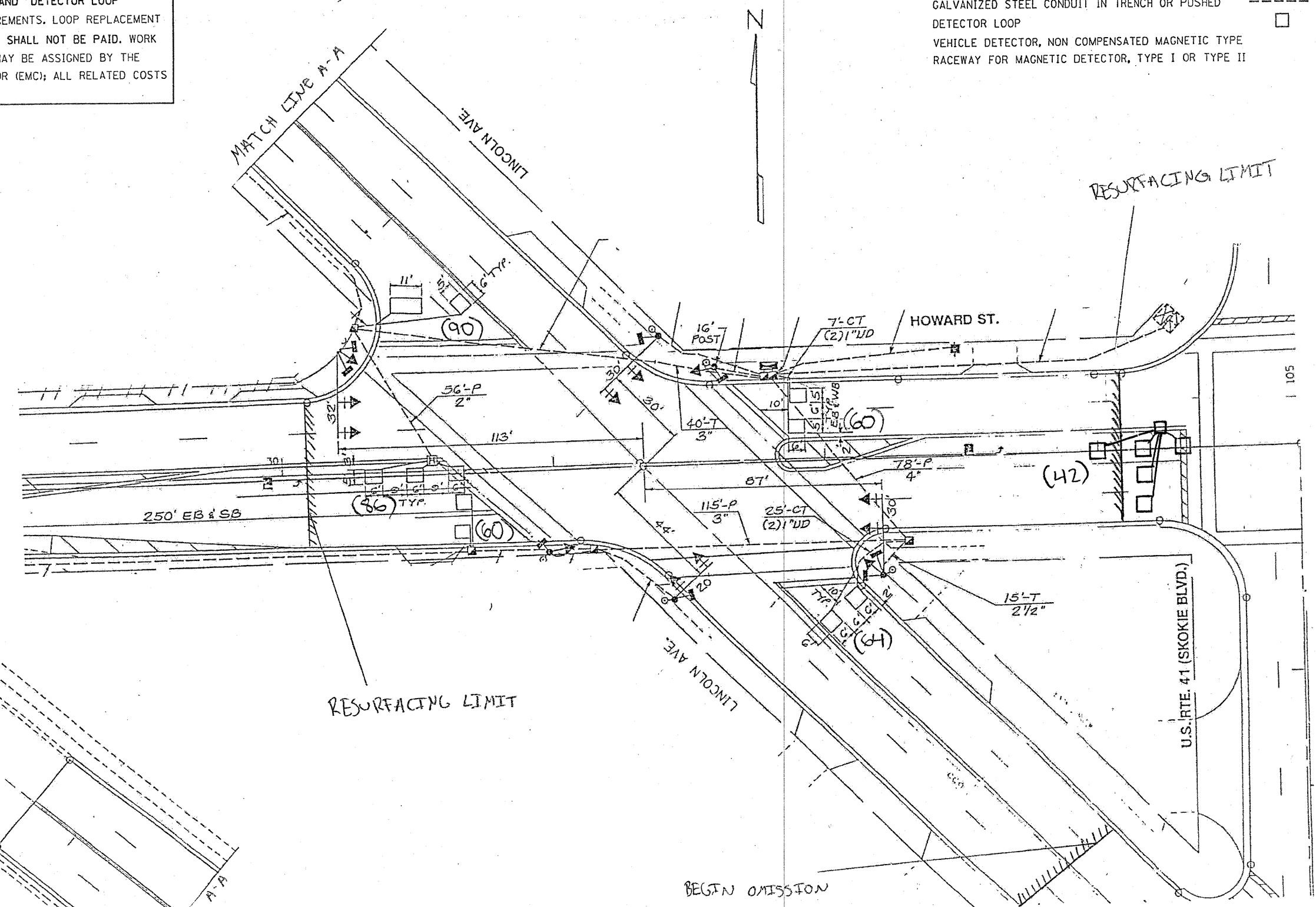
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
 LINCOLN AVE @ NILES CENTER RD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	12
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60M04		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	466	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME *	USER NAME = nguyenam	DESIGNED -	REVISED -
ct:\pwork\pwidot\nguyenam\d0112618\11as...er.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/19/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

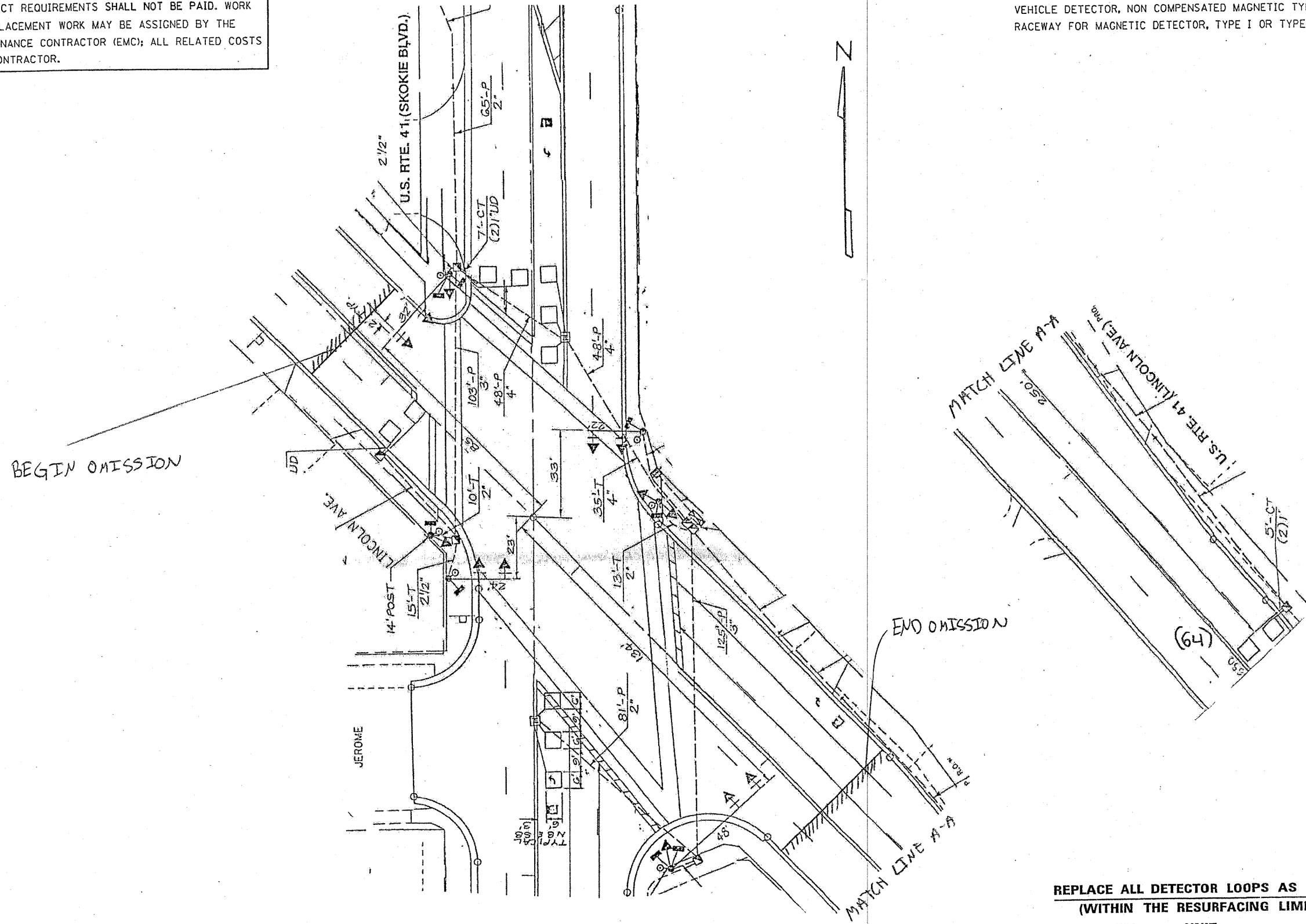
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
LINCOLN AVE @ HOWARD ST  
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	13
CONTRACT NO. 60M06				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
86600600	64	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -
ca:\pw\work\pw\dot\nguyensm\d0112618\112618.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/19/2018		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

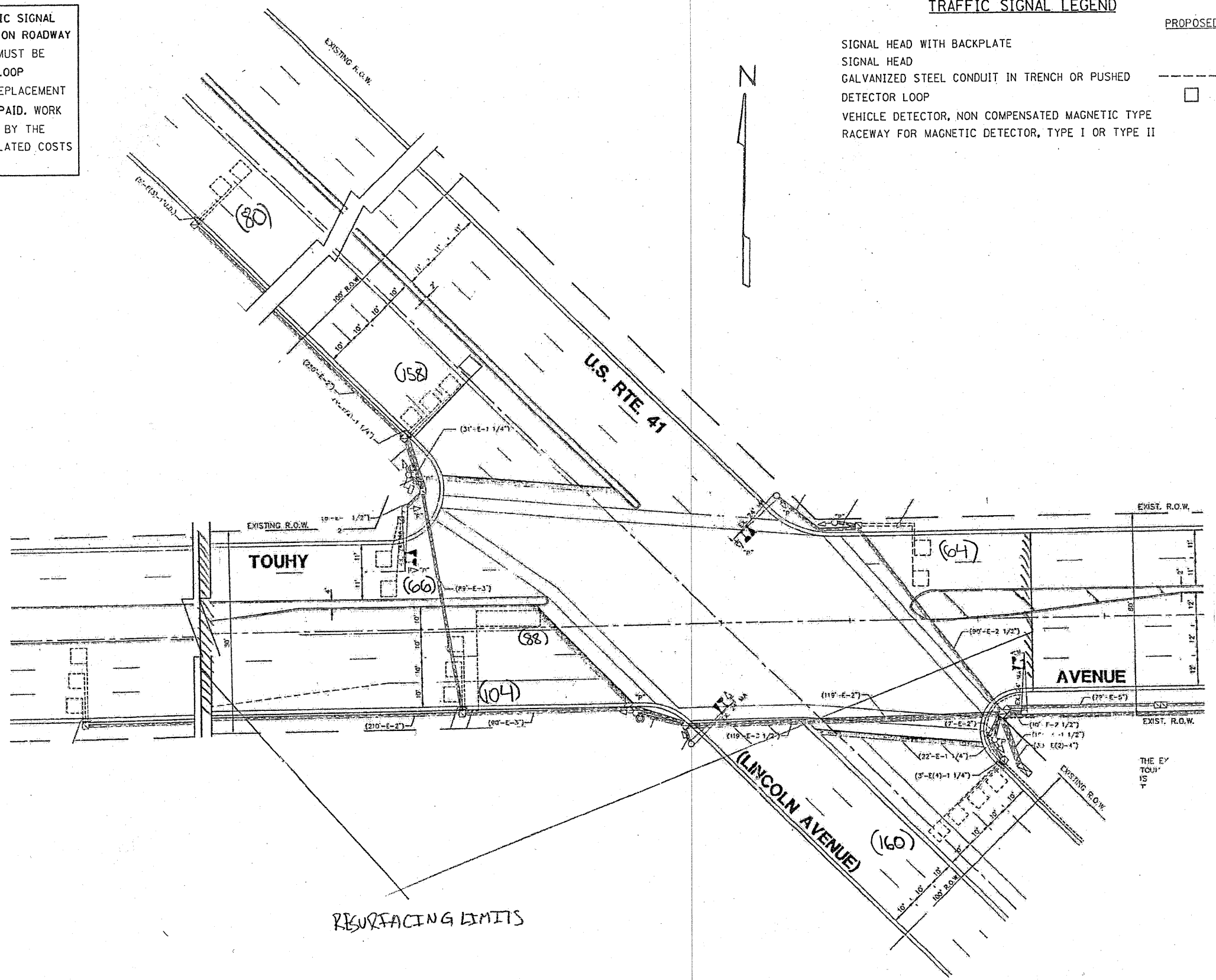
DISTRICT ONE - DETECTOR LOOP REPLACEMENT  
LINCOLN AVE @ SKOKIE BLVD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	14
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60M06		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	▲	▲
SIGNAL HEAD	▲	▲
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	—	—
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	—	— "E"



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	720	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -
ci:\pw\work\pidot\nguyensm\d0112618\1\10112618.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/19/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

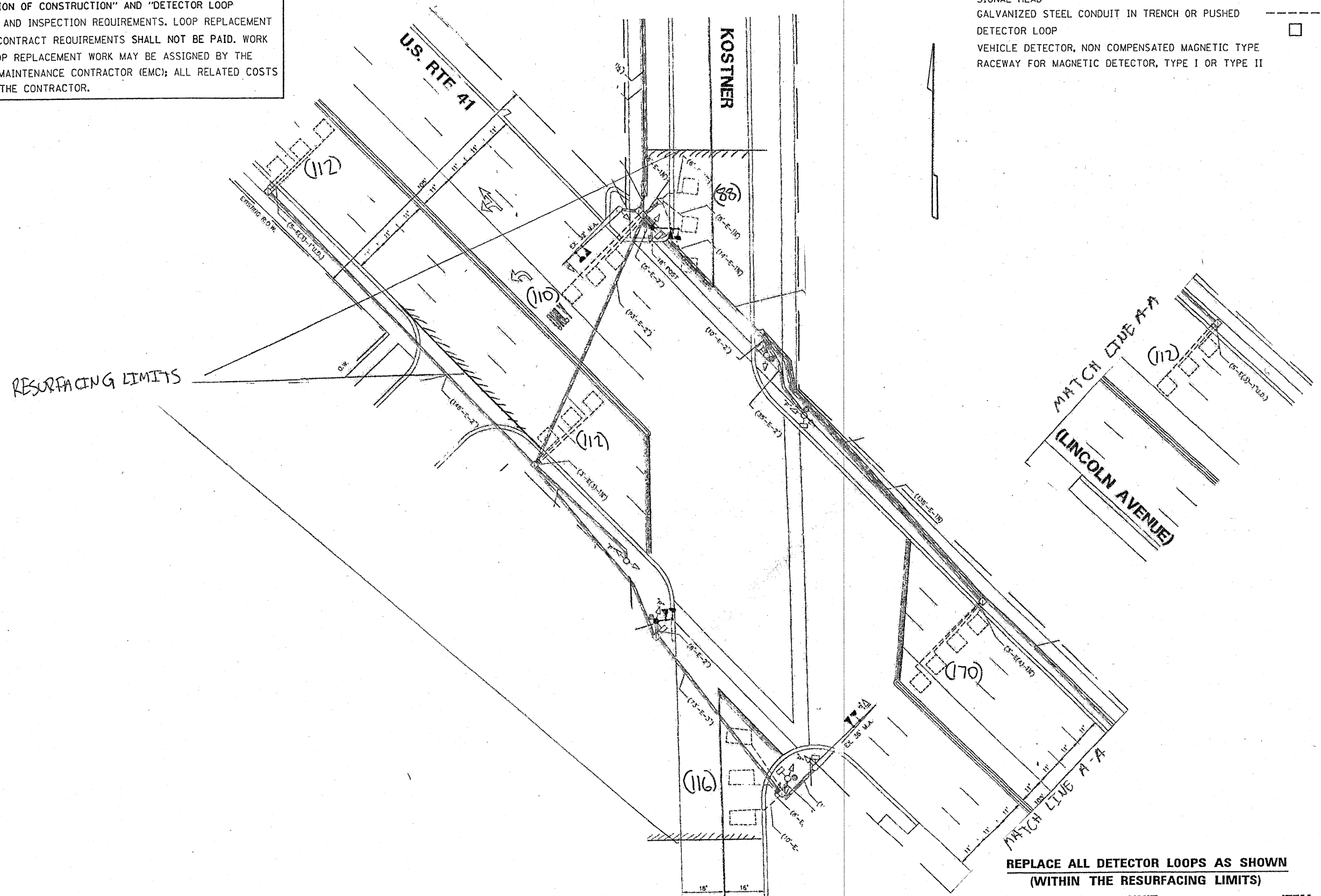
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
US 41 LINCOLN AVE @ TOUHY AVE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	15
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60M06		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	⬇	⬆
SIGNAL HEAD	⬇	⬆
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		⌏
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		⌏



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	820	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -
ct:\p\work\p\dot\nguyen\ad8112618\1\as	er.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/19/2018	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
US 41 LINCOLN AVE @ KOSTNER AVE

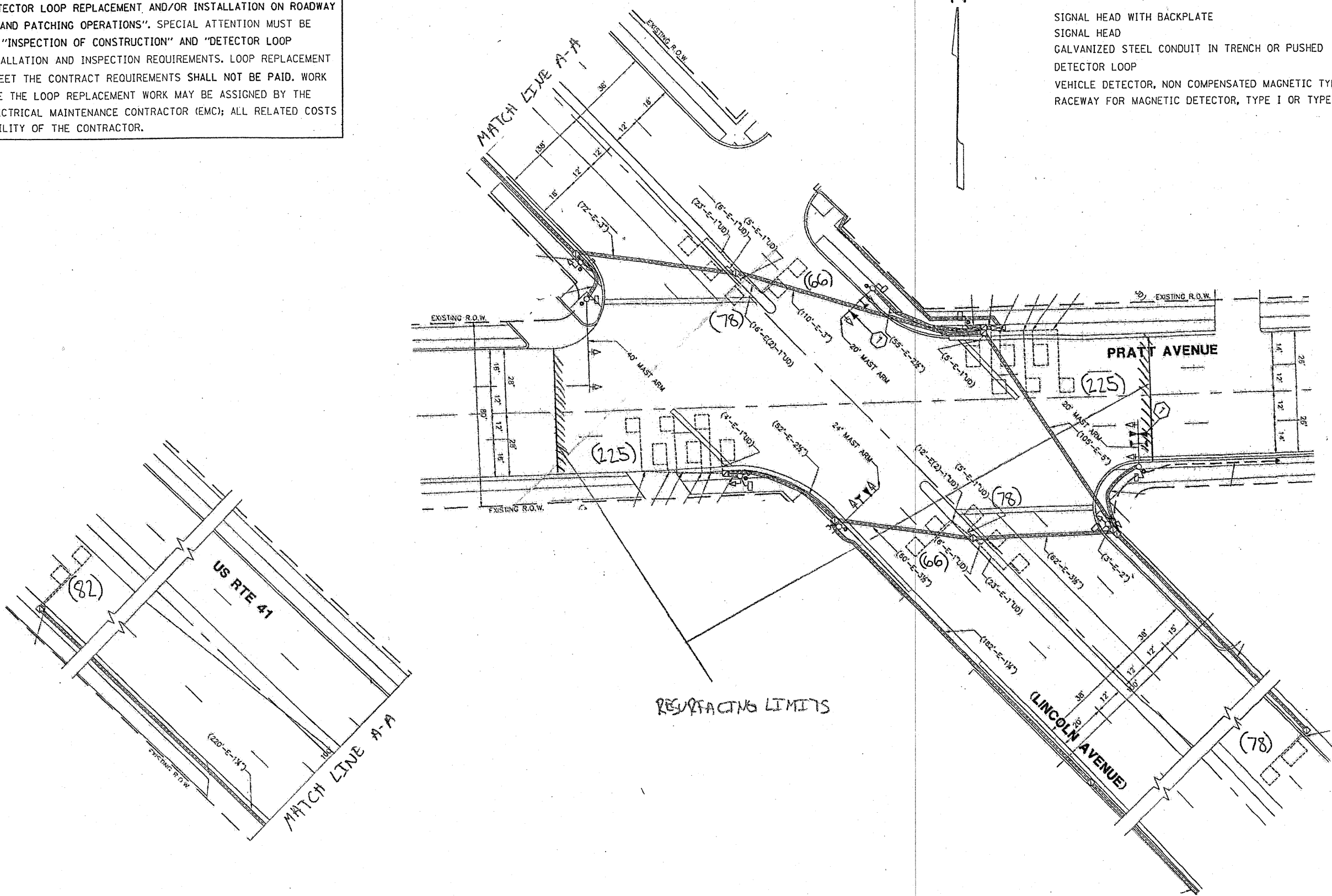
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	16
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60M06		



WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

- |  |          |          |
|--|----------|----------|
| SIGNAL HEAD WITH BACKPLATE                       | PROPOSED | EXISTING |
| SIGNAL HEAD                                      |          |          |
| GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED     |          |          |
| DETECTOR LOOP                                    |          |          |
| VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE  |          |          |
| RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II |          |          |



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	898	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -
ct:\pw_work\pwidot\nguyensm\d0112618\files\er.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/19/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

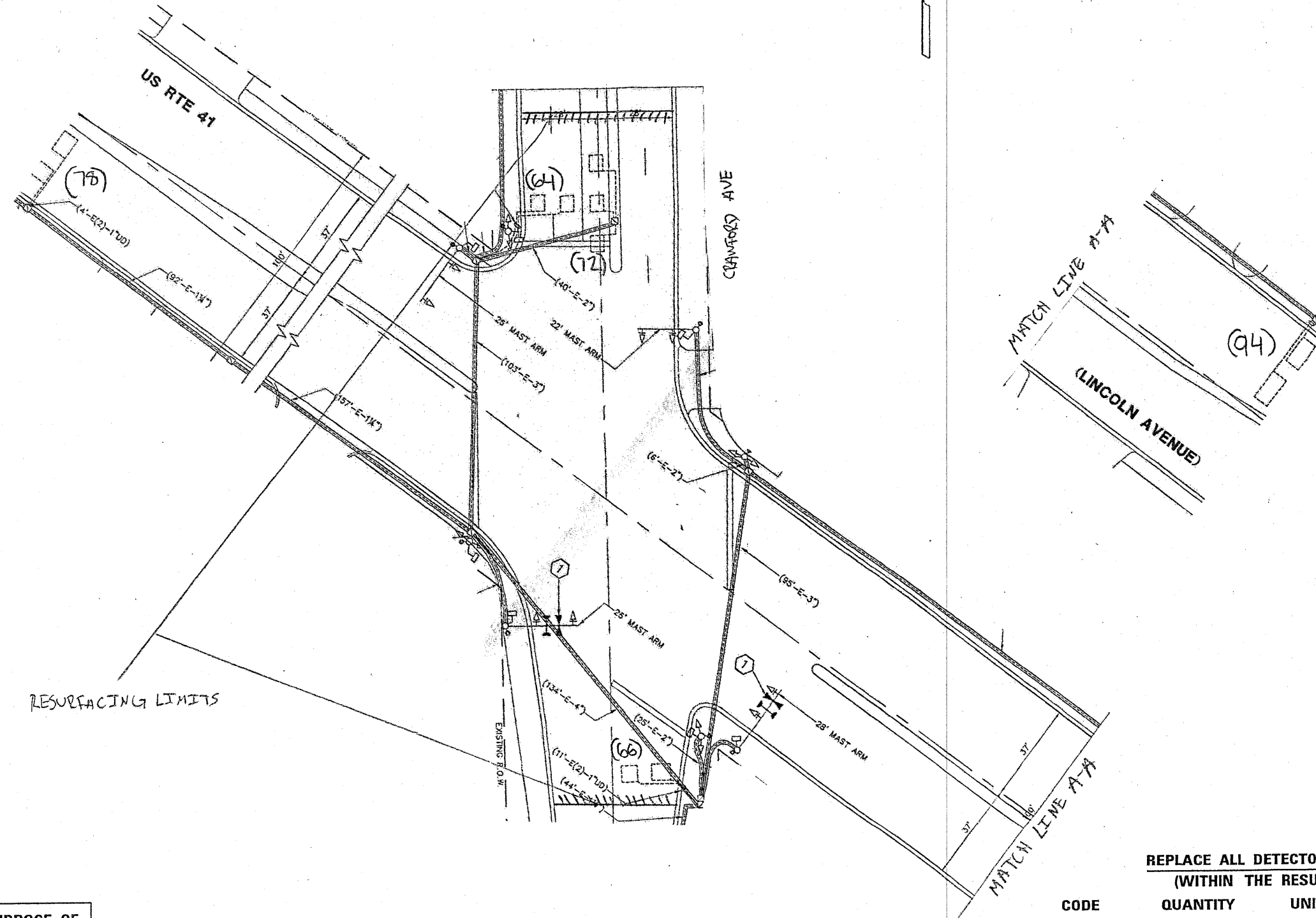
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
 US 41 LINCOLN AVE @ PRATT AVE  
 SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	17
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60M06		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	374	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME *	USER NAME * nguyensm	DESIGNED -	REVISED -
c:\pwork\pwork\nguyensm\d0112618\11as	er.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/19/2010	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

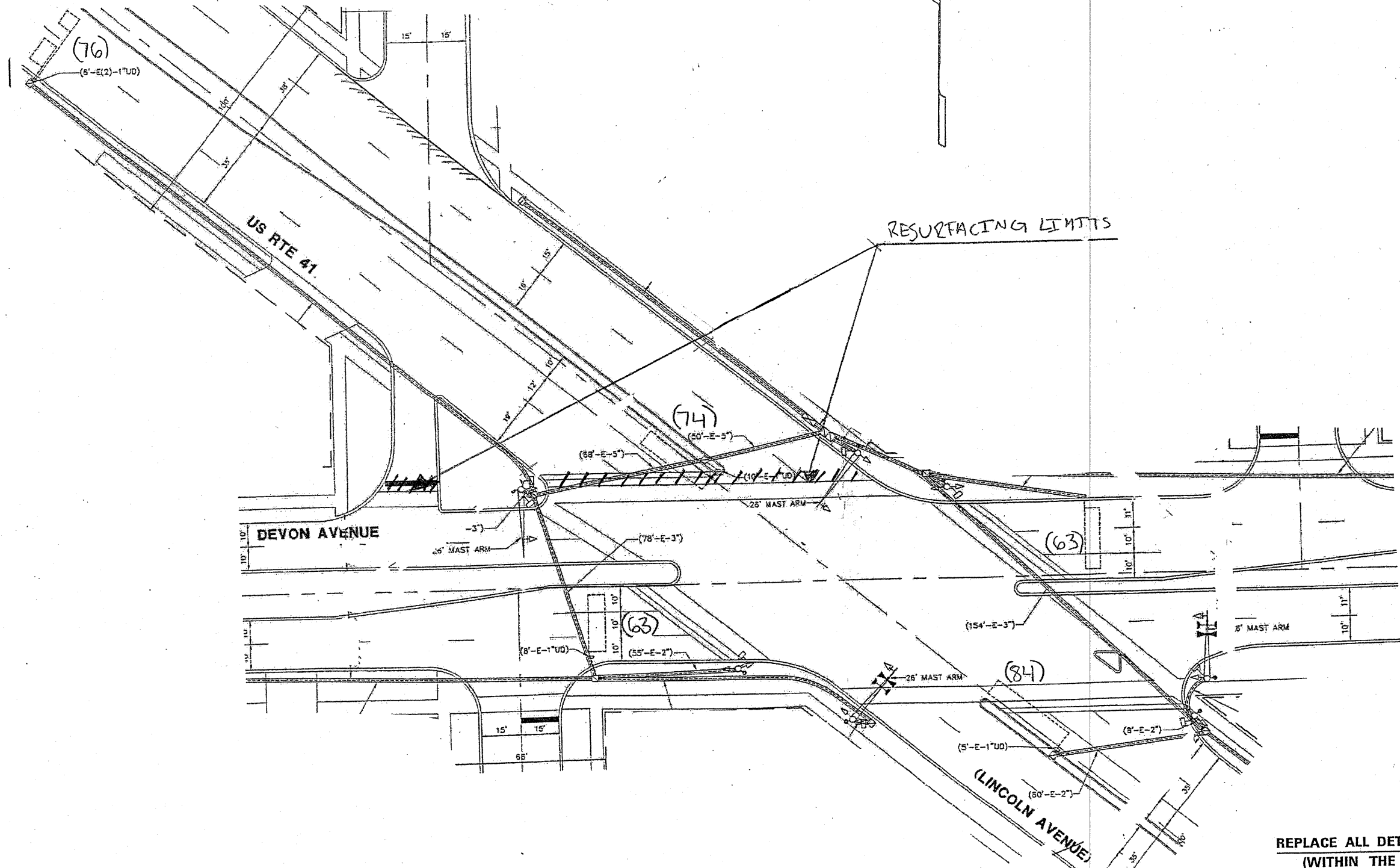
**DISTRICT ONE - DETECTOR LOOP REPLACEMENT**  
US 41 LINCOLN AVE @ CRAWFORD AVE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	31	18
SCALE:		SHEET NO. OF SHEETS		STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		

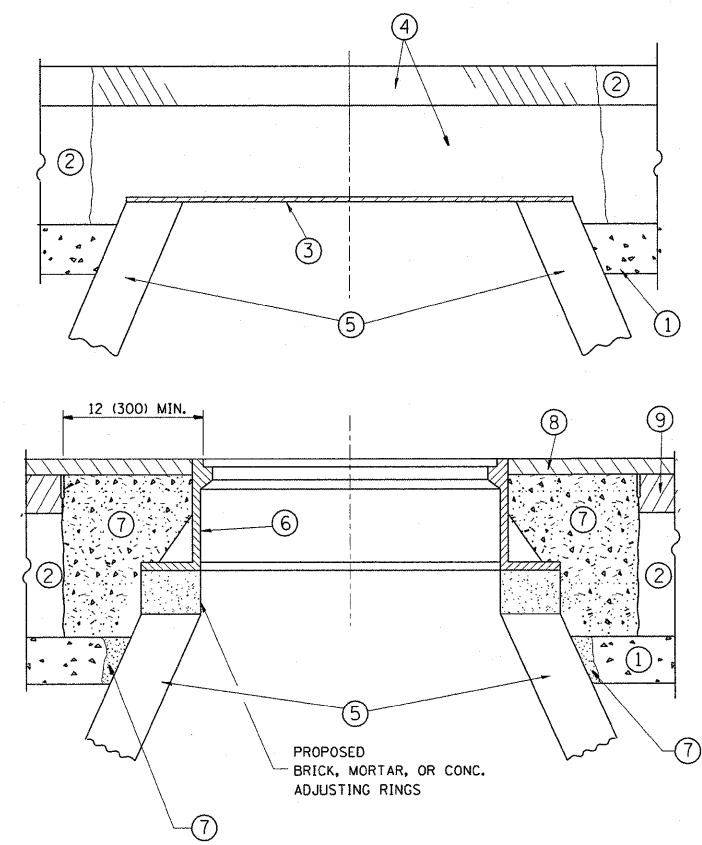


**THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY**

**REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
86600600	150	FOOT	DETECTOR LOOP, REPLACEMENT

FILE NAME =	USER NAME = nguyensm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE - DETECTOR LOOP REPLACEMENT</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\pwork\nguyensm\d0112618\1\last.dgn	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -								
	PLOT DATE = 11/19/2010	CHECKED -	REVISED -			US 41	LINCOLN AVE @ DEVON AVE			COOK	31
		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60M06



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

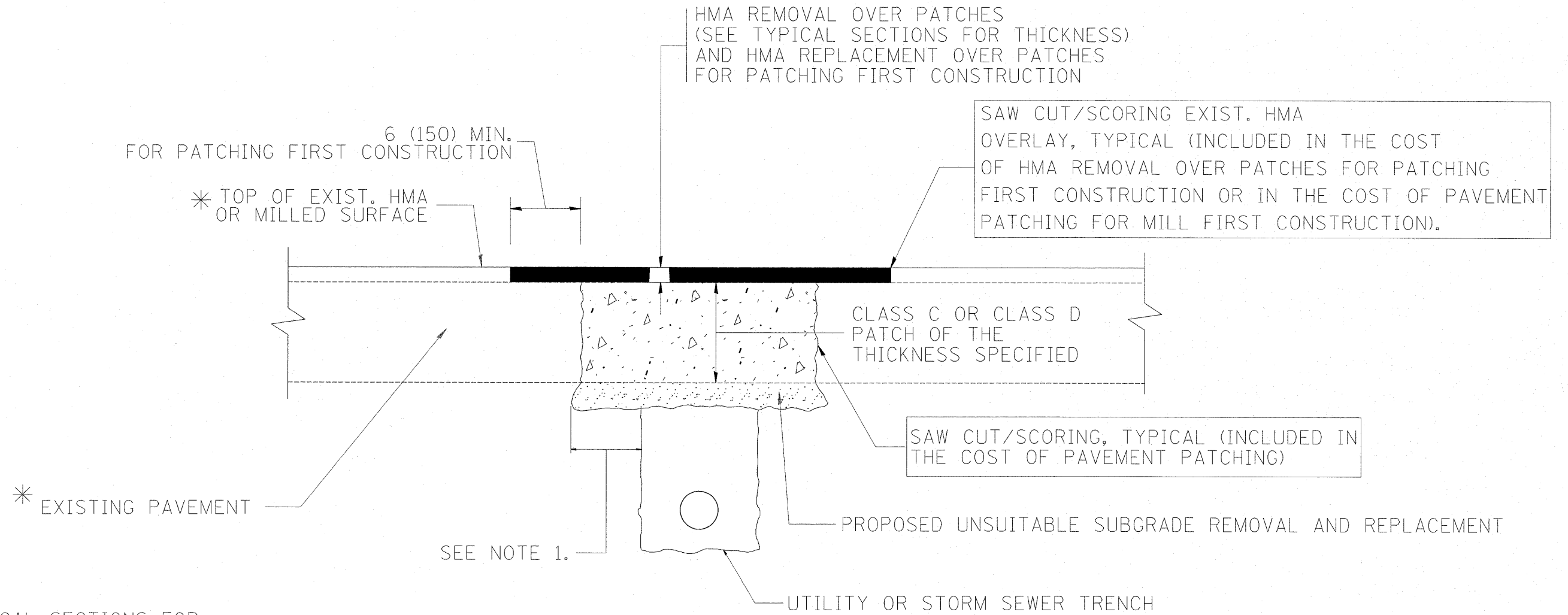
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = abreuah	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.U. RTE. 3525	SECTION 103-RS-4	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 20
cd:\pwwork\pwwork\abreuah\d0230672\01.st	td.dgn	DRAWN -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD600-03 (BD-8)</b>		CONTRACT NO. 60M06		
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07									
	PLOT DATE = 3/23/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11									



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = abrauh	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\abrauh\d0230672\Dist		DRAWN -	REVISED - R. BORO 01-01-07					3525	103-RS-4	COOK	31	21
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - R. BORO 09-04-07		<b>BD400-04 (BD-22)</b>			CONTRACT NO. 60M06				
PLOT DATE = 12/10/2010		DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

3" (75) MIN.

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.  
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

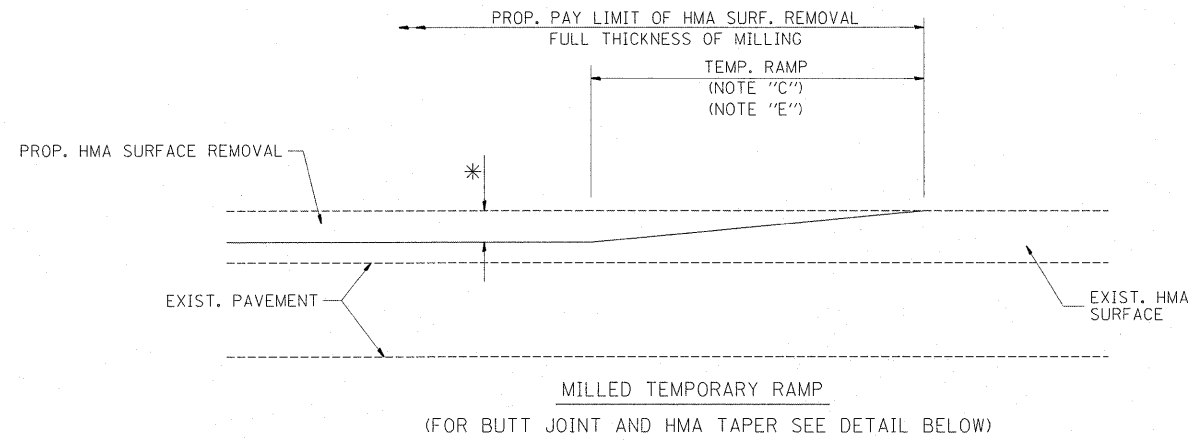
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

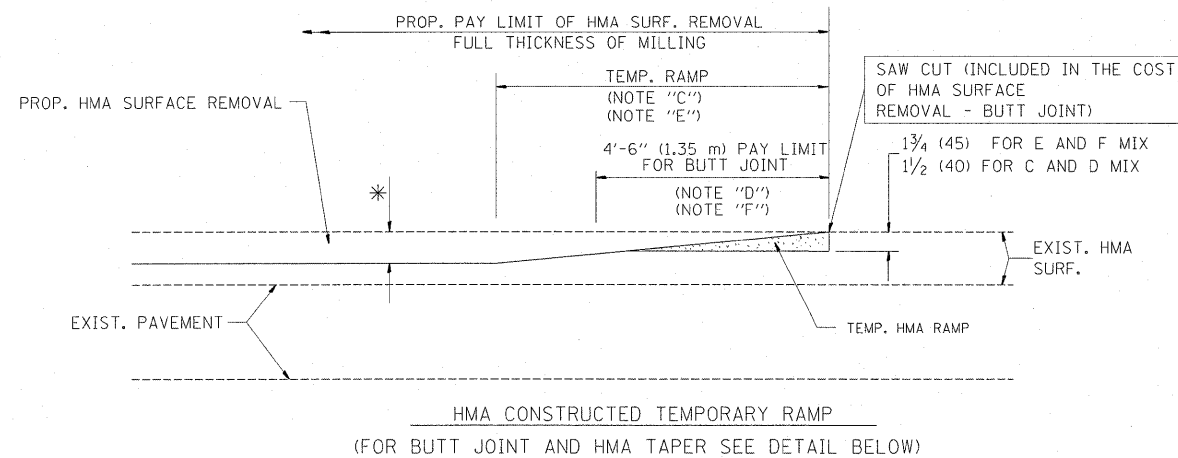
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

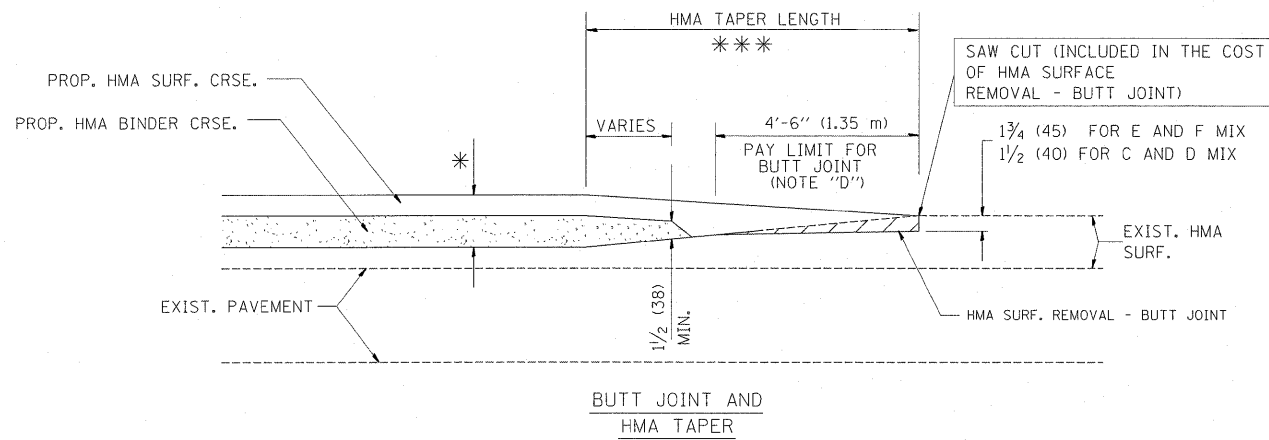
FILE NAME =	USER NAME = abreuah	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pwork\pwork\abreuah\02230672\Dist\std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		3525	103-RS-4	COOK	31	22			
PLOT SCALE = 50.0000 "/ IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		<b>BD600-06 (BD-24)</b>			CONTRACT NO. 60M06				
PLOT DATE = 12/10/2018		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



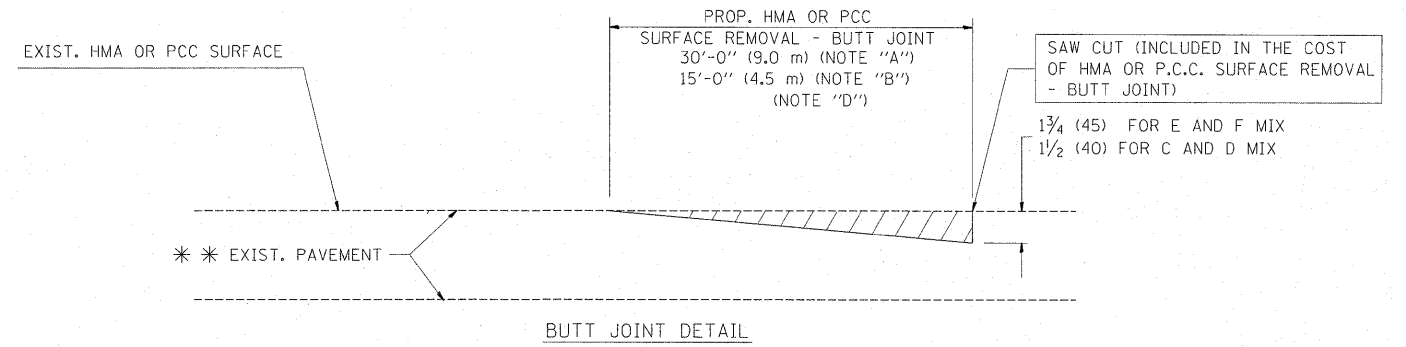
**OPTION 1**



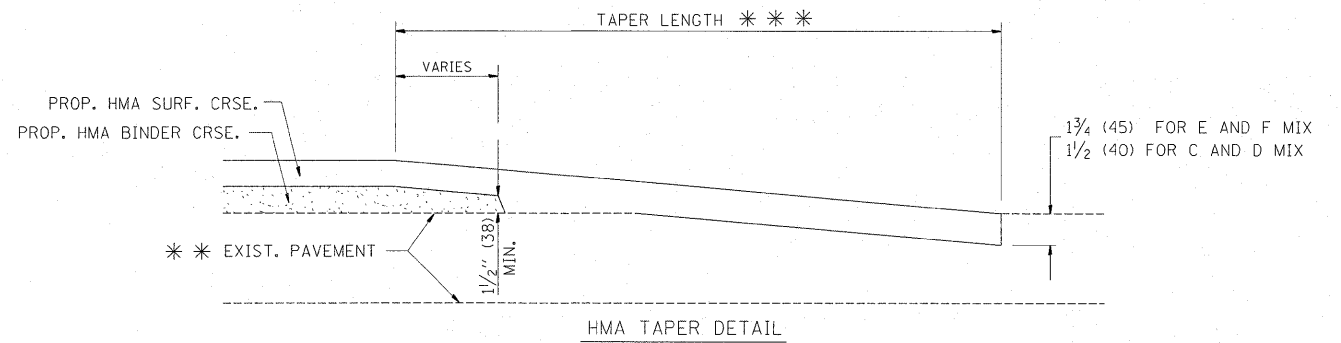
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

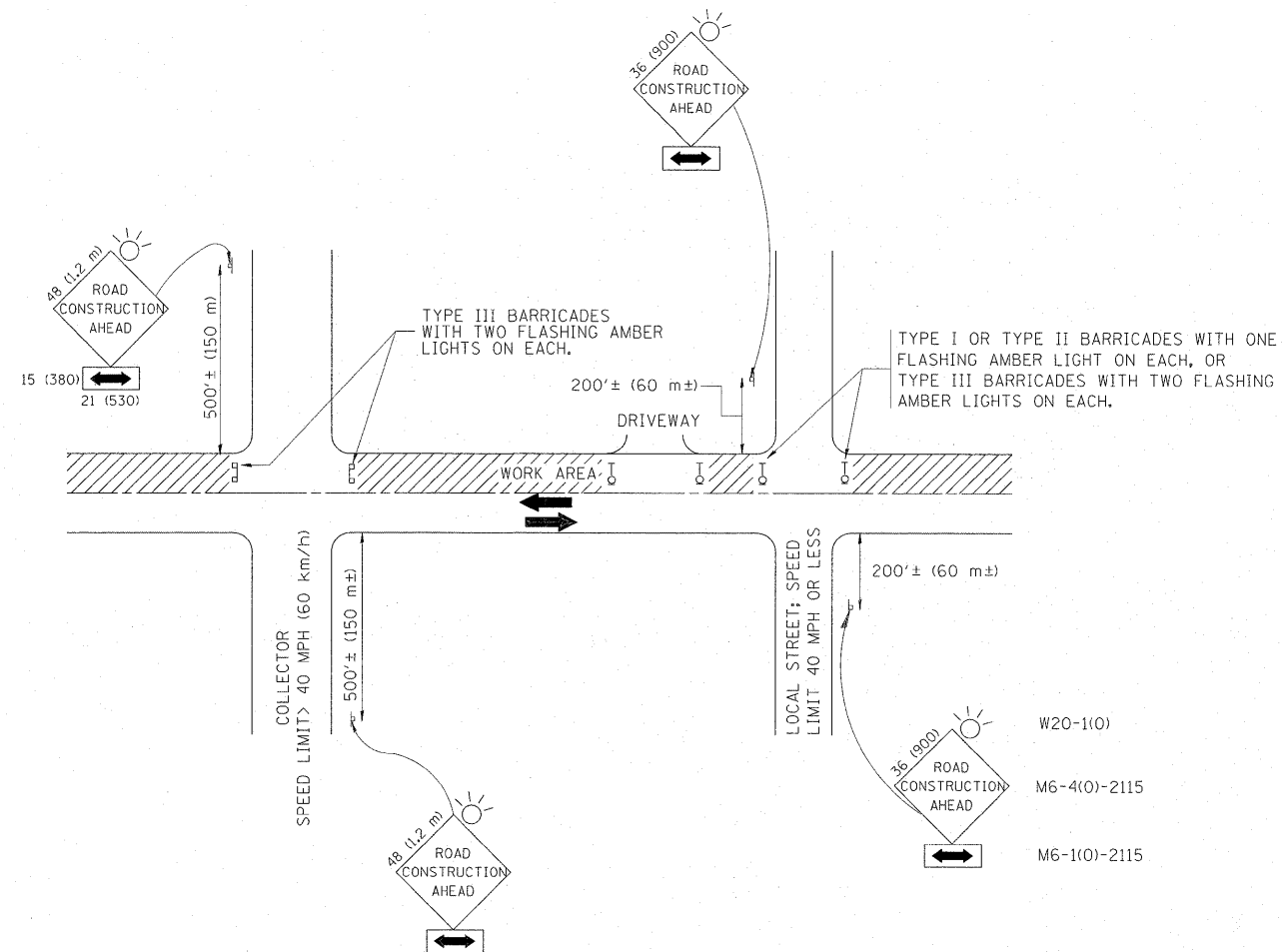
FILE NAME =	USER NAME = abreaah	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
ca:\p\work\p\dot\abreaah\d0230672\Dist\std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000 "/>			

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND**  
**HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	23
BD400-05 BD32			CONTRACT NO. 60M06	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME *	USER NAME = obreuh	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
cr:\pwork\pwidot\obreuh\d0230672\Dist\std.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 12/10/2010	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

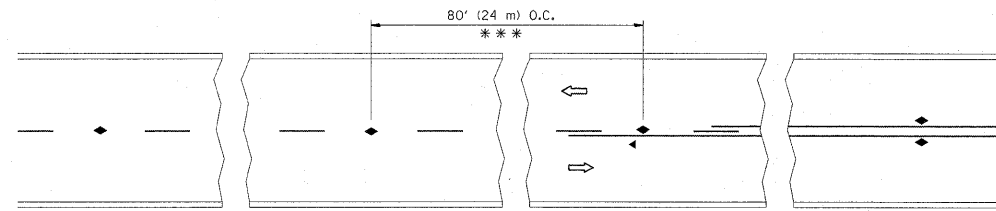
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

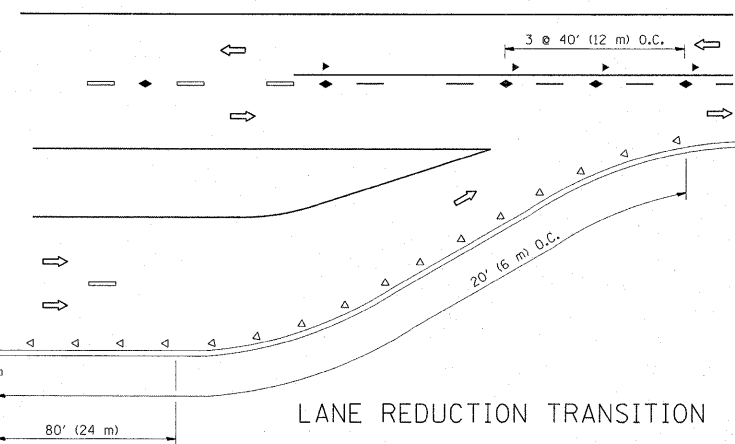
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	24
TC-10			CONTRACT NO. 60M06	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



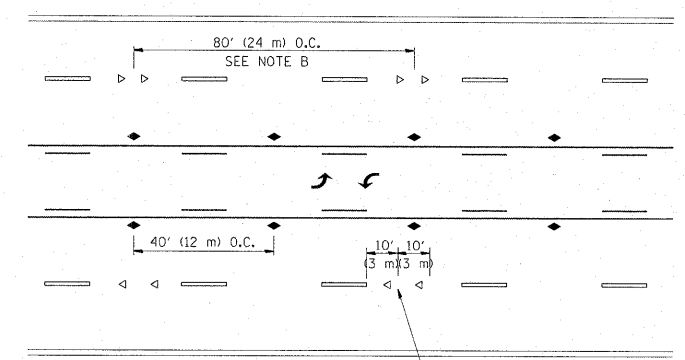


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

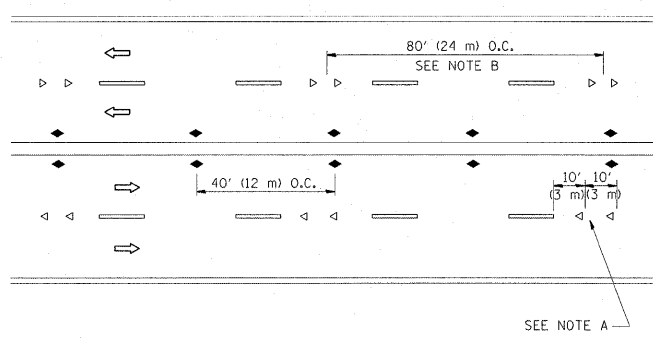
TWO-LANE/TWO-WAY



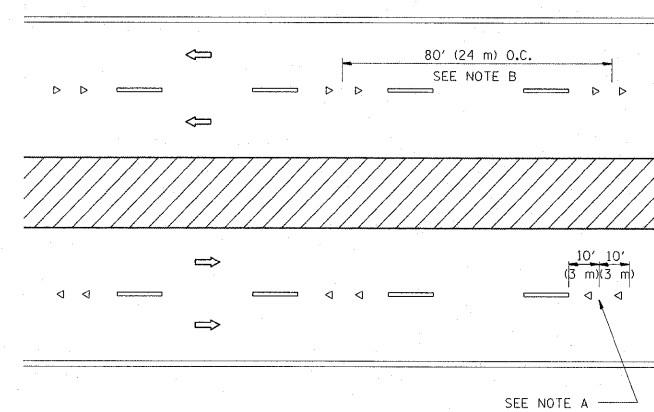
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

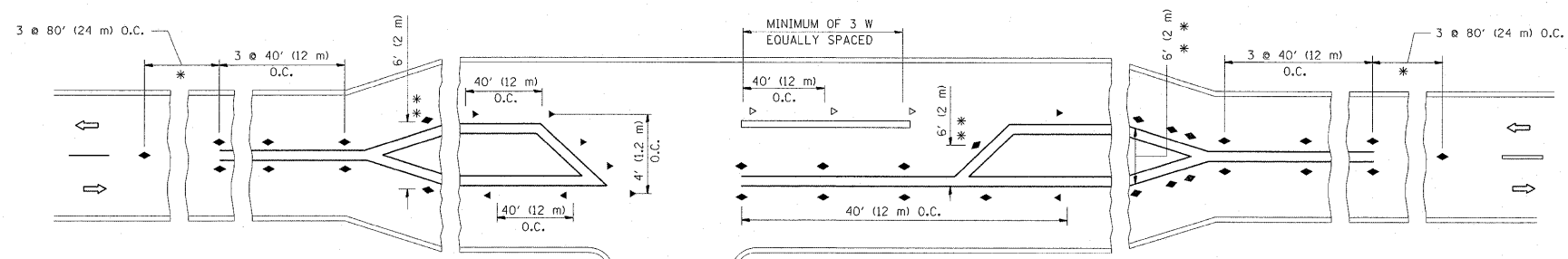
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

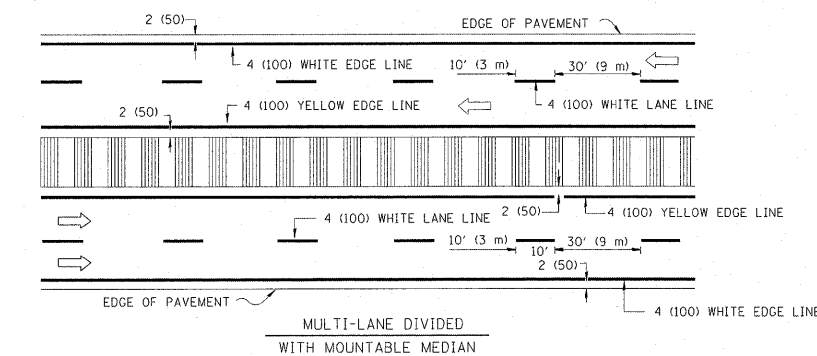
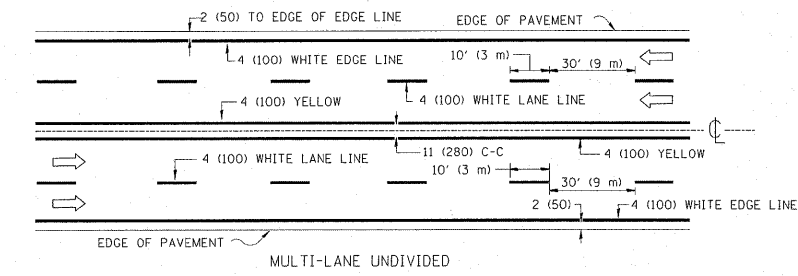
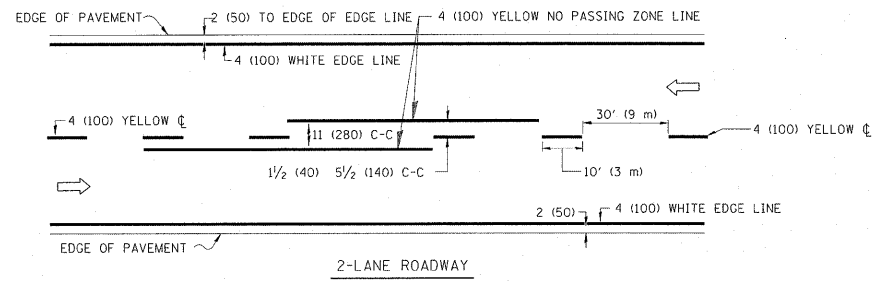


LEFT TURN

\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

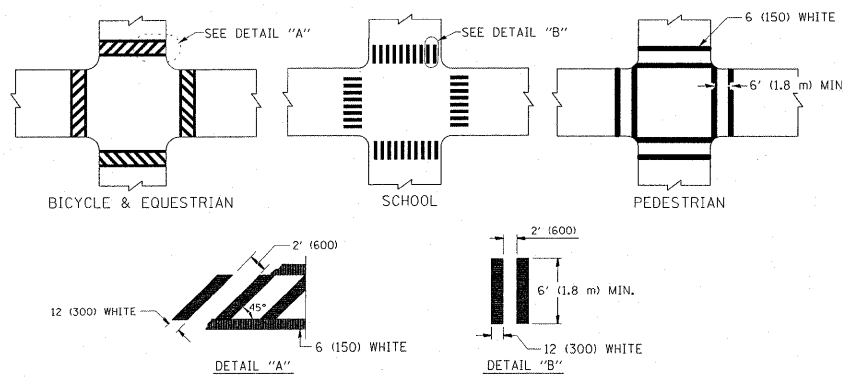
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = abreugh	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\obreugh\d0238672\Dist3	td.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			3525	103-RS-4	COOK	31	25
		PLOT SCALE = 50.0000" / IN.	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TC-11</b>		CONTRACT NO. 60M06		
		PLOT DATE = 12/10/2010	REVISED - C. JUCIUS 09-09-09					FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

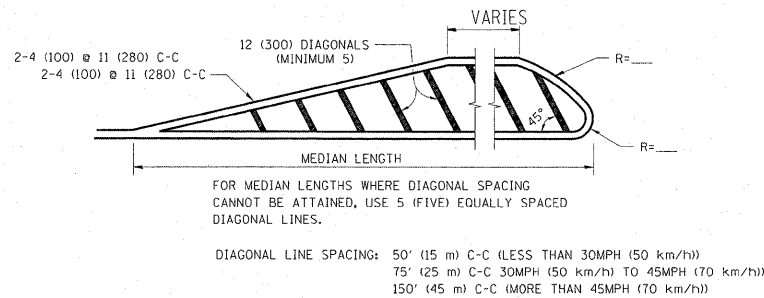
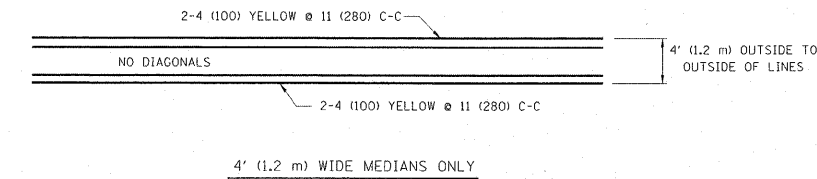


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

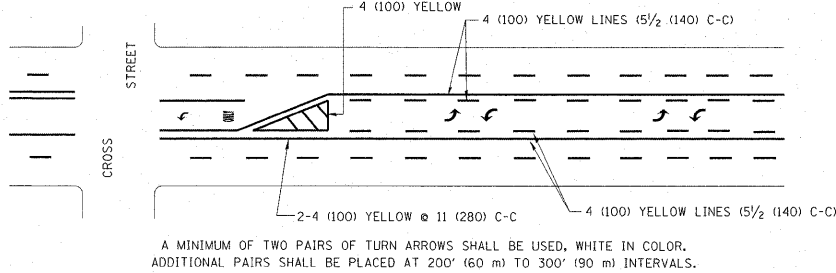
TYPICAL LANE AND EDGE LINE MARKING



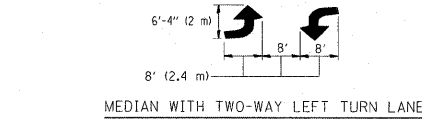
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

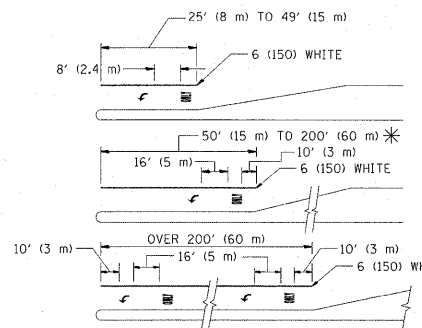


TYPICAL PAINTED MEDIAN MARKING



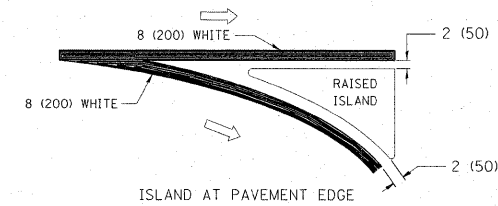
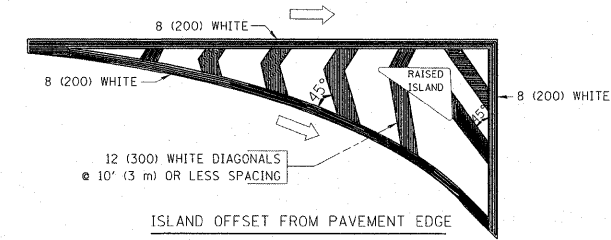
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL LEFT (OR RIGHT) TURN LANE



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

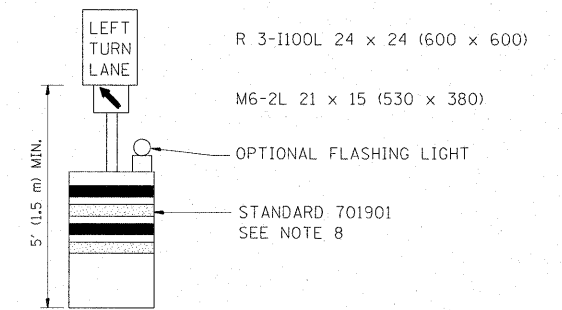
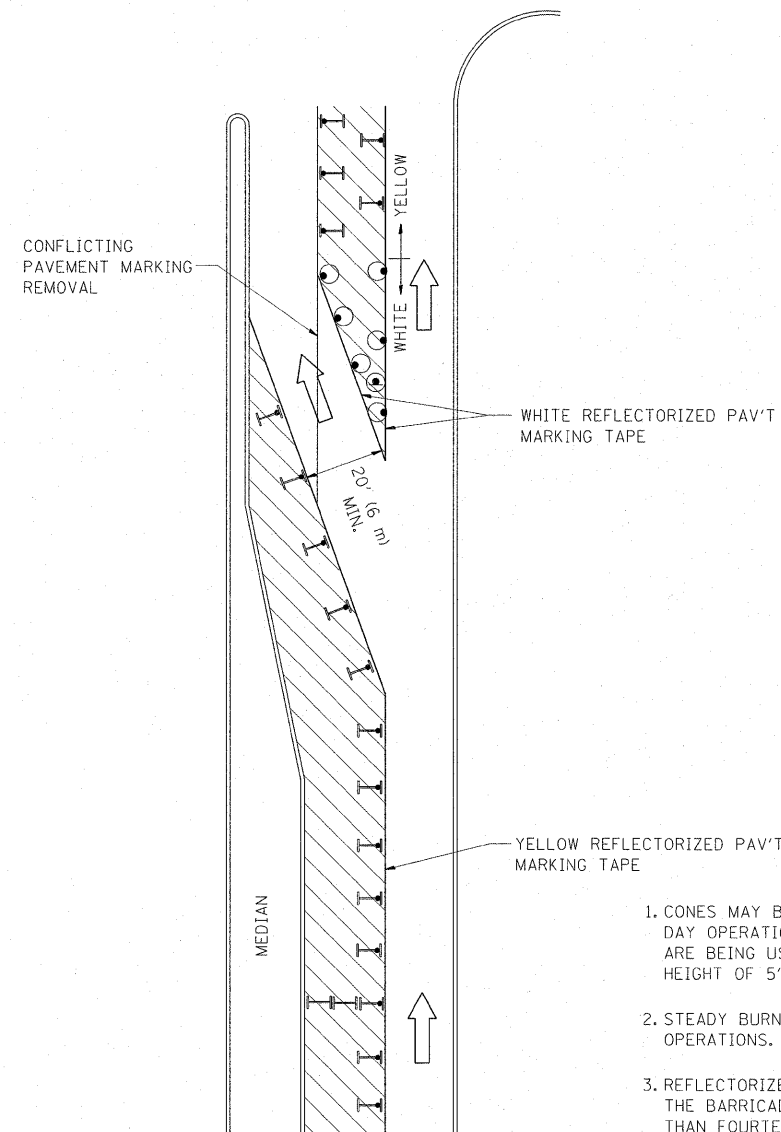
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = abreaueh	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwwork\pwwork\abreaueh\d0230672\Dist\std.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50.0000 "/ IN.		CHECKED -	REVISED -
PLOT DATE = 12/10/2010		DATE = 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE. 3525	SECTION 103-RS-4	COUNTY COOK	TOTAL SHEETS 31	SHEET NO. 26
			TC-13		CONTRACT NO. 60M06		
			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

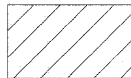







**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = abrauh	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
c:\ps_work\pwsdot\abrauh\d0230672\Dist\sd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
		REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

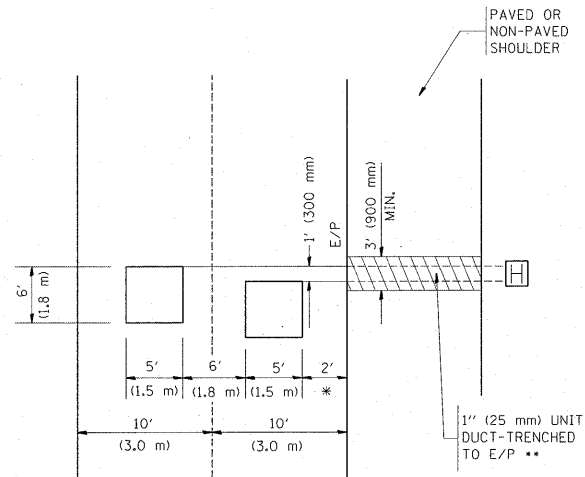
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-R5-4	COOK	31	27
<b>TC-14</b>			CONTRACT NO. 60M06	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LOOPS NEXT TO SHOULDERS**

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

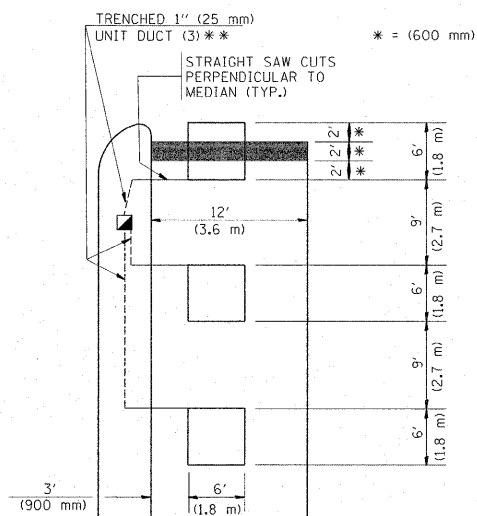


\* = (600 mm)

\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

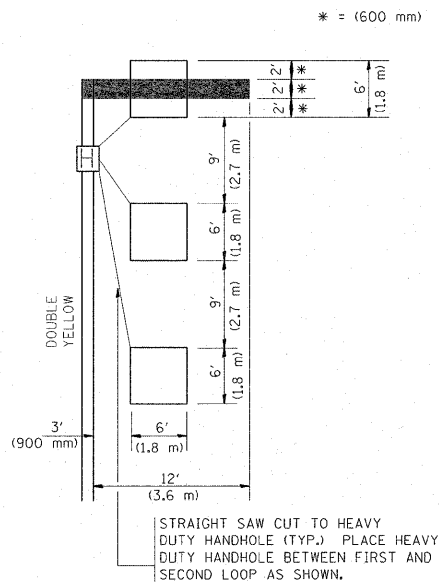


\* = (600 mm)

\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

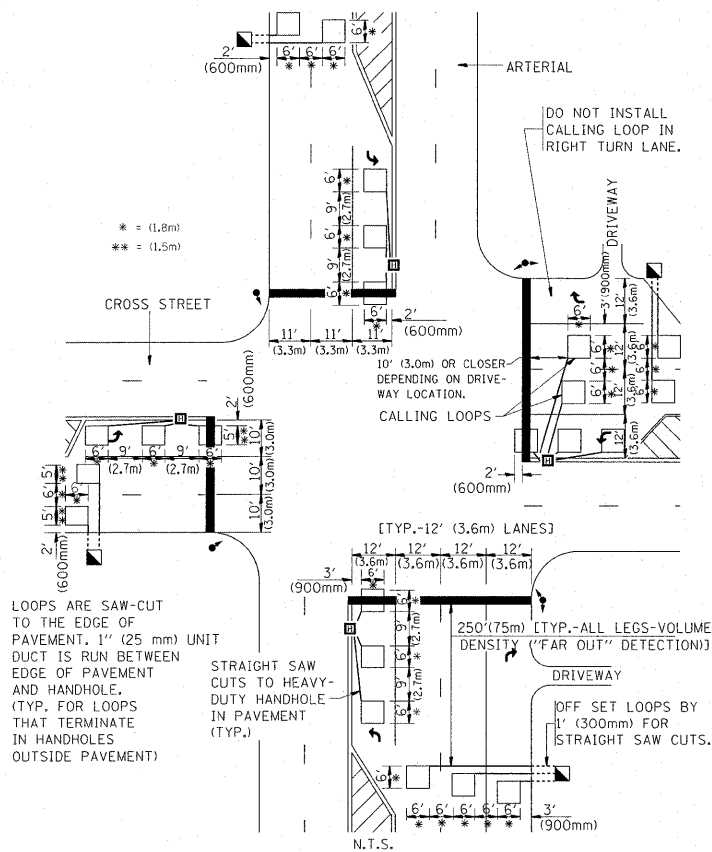
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**



\* = (600 mm)

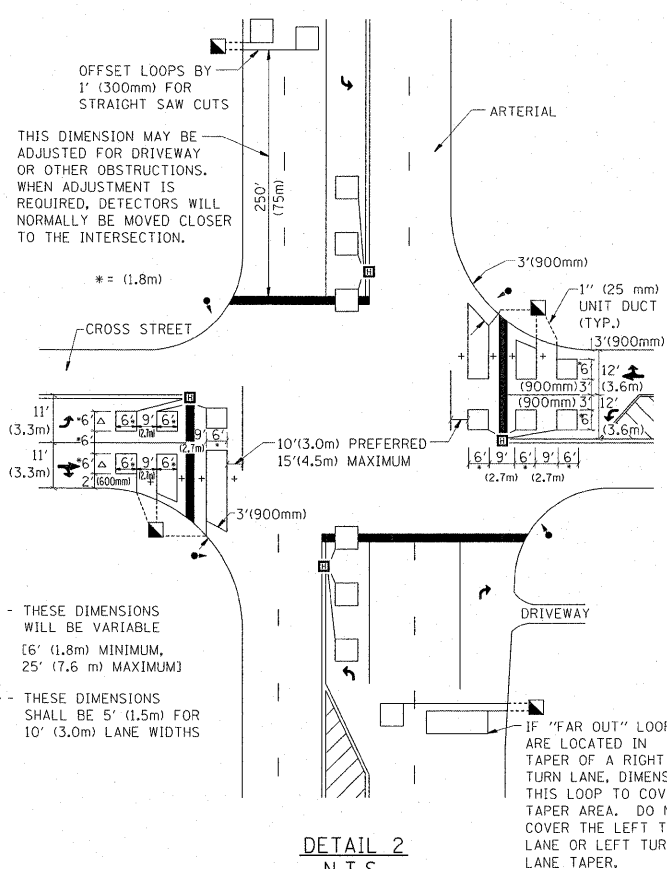
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



**DETAIL 1  
N.T.S.**

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



**DETAIL 2  
N.T.S.**

**NOTES:**

**VEHICLES LOOP DETECTORS**

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

**PLACEMENT OF DETECTORS**

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

**NOTE:**

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

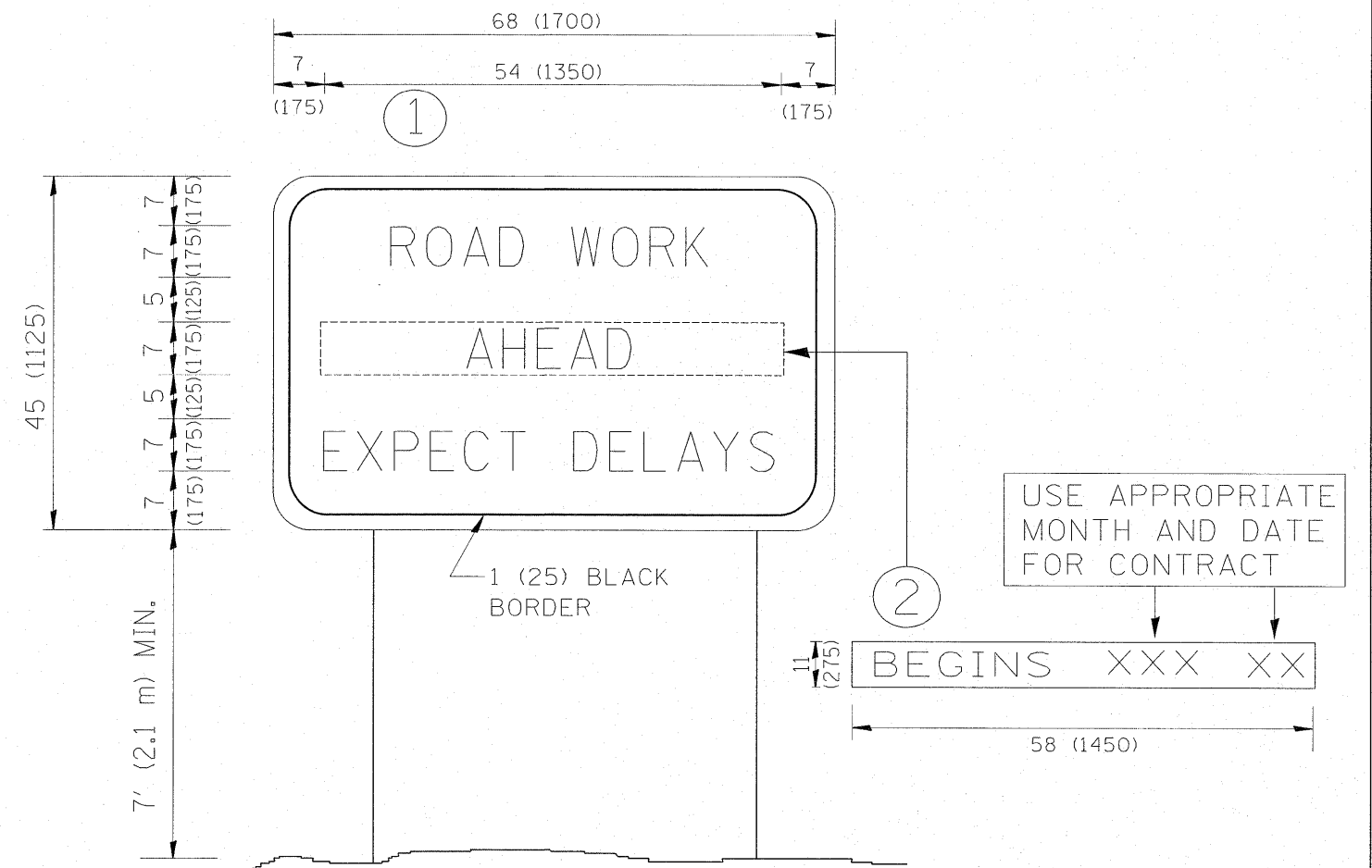
FILE NAME =	USER NAME = abrouah	DESIGNED -	REVISED -
ca:\pwwork\pwwork\abrouah\d0230672\Dist1\td.dgn		DRAWN -	REVISED -
		CHECKED - R.K.F.	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	28
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 60M06	



**NOTES:**

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

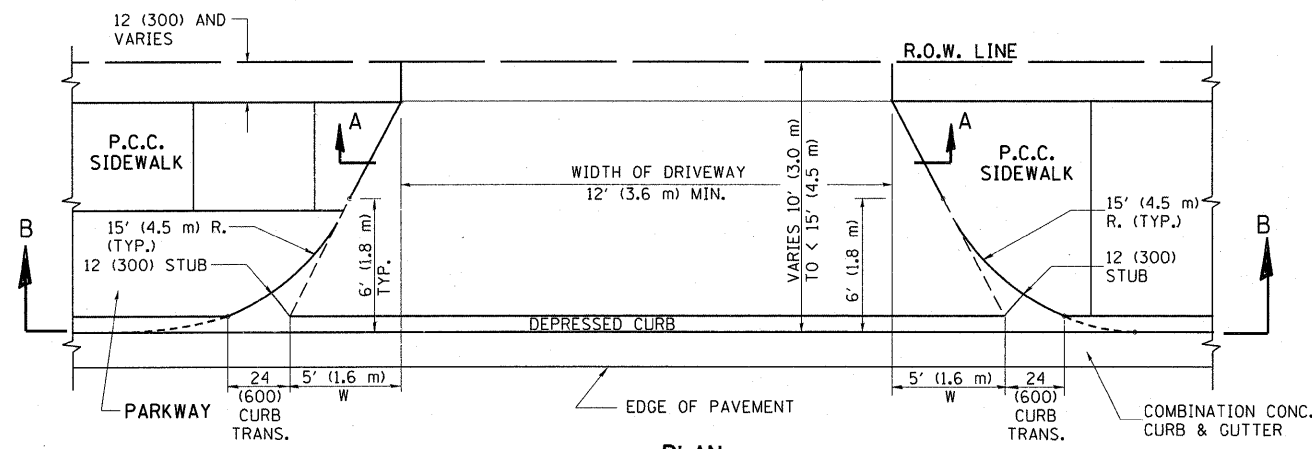
FILE NAME =	USER NAME = obreuh	DESIGNED -	REVISED - R. MIRS 09-15-97
c:\pwork\pwork\obreuh\d0230672\Dist	std.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000 1 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 12/10/2010	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

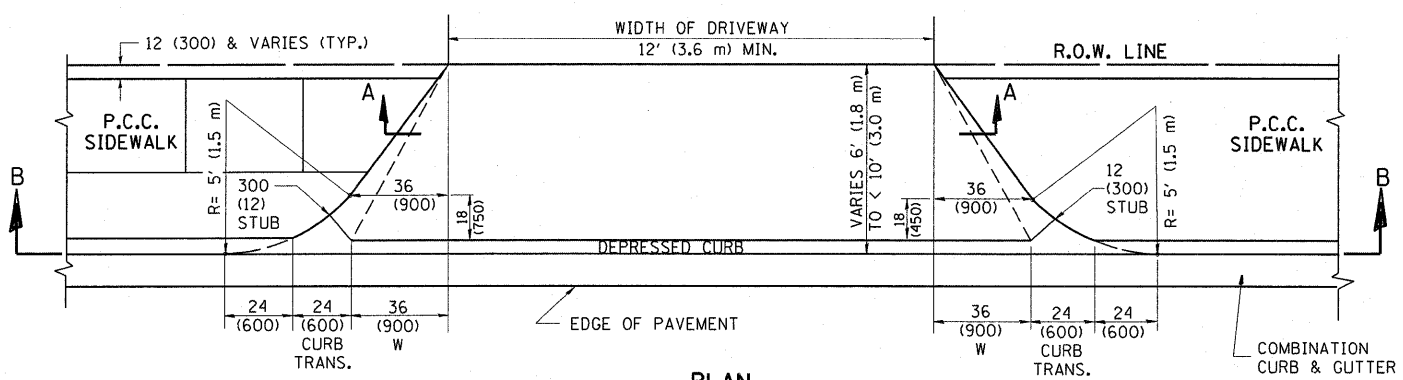
**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

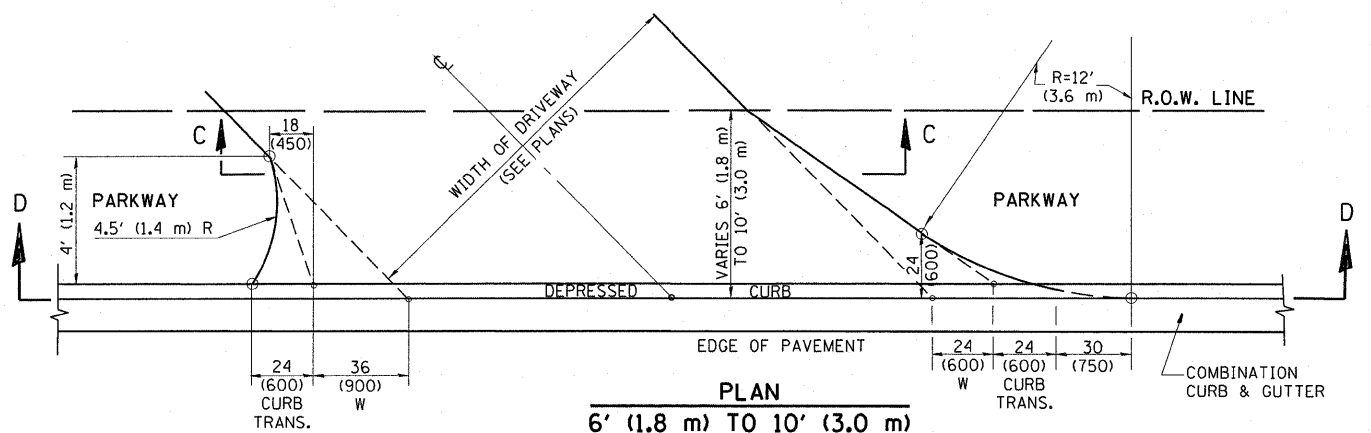
F.A.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	29
TC-22			CONTRACT NO. 60M06	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



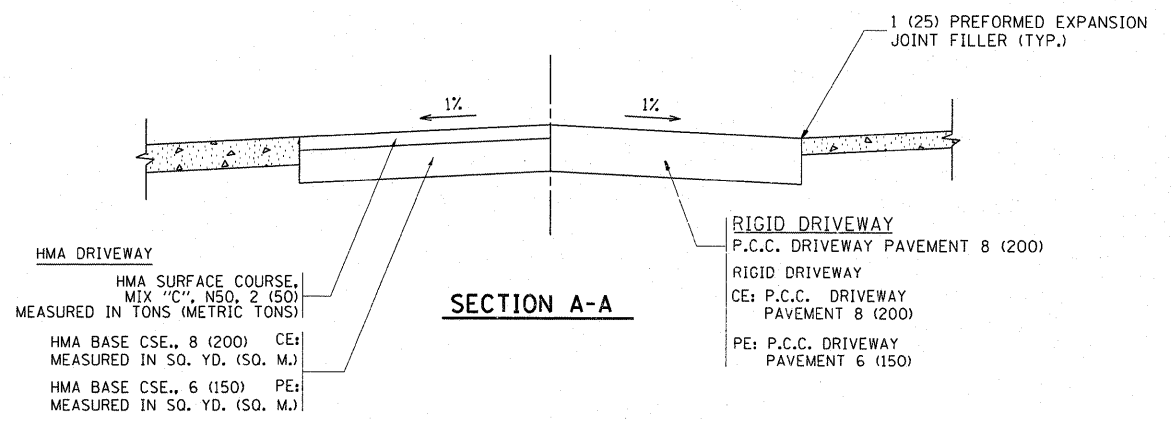
**PLAN**  
10' (3.0 m) TO < 15' (4.5 m)



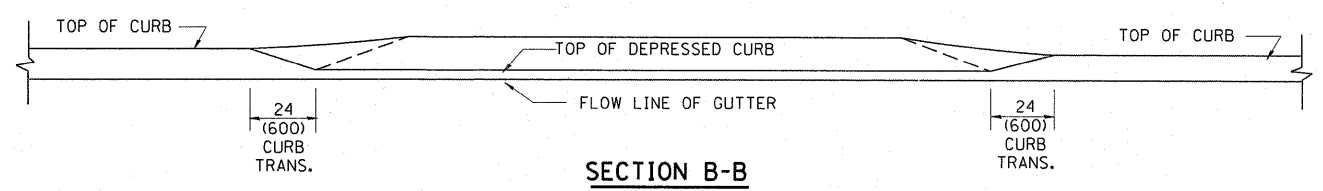
**PLAN**  
6' (1.8 m) TO < 10' (3.0 m)



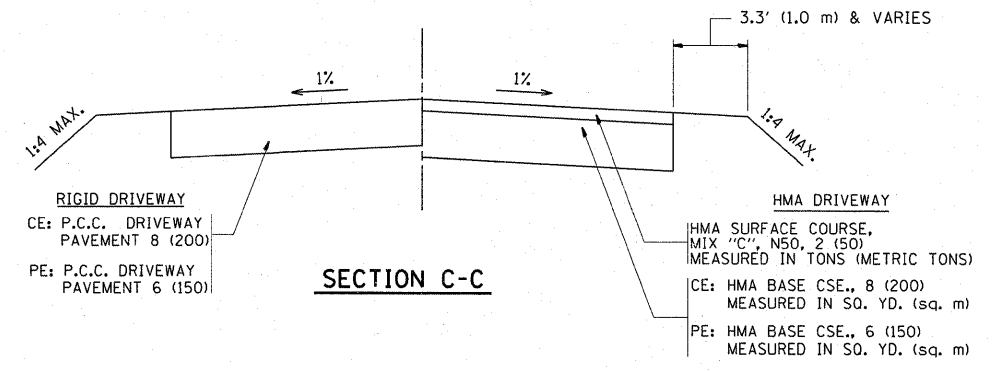
**PLAN**  
6' (1.8 m) TO 10' (3.0 m)



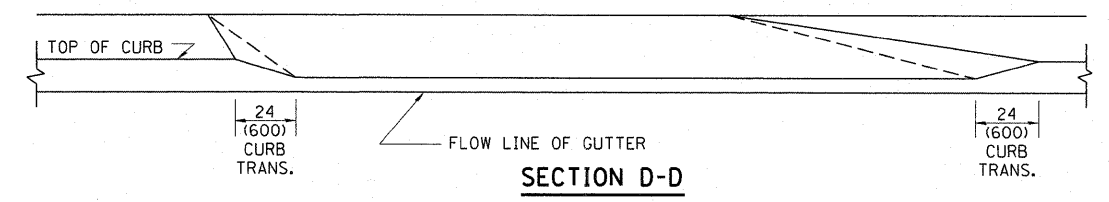
**SECTION A-A**



**SECTION B-B**



**SECTION C-C**



**SECTION D-D**

**GENERAL NOTES**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = abreuh	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97
c:\pw_work\p\dot\abreuh\d0230672\Dist	td.dgn	DRAWN -	REVISED - M. GOMEZ 04-06-01
	PLOT SCALE = 50.7684' / IN.	CHECKED -	REVISED - P. LoFLEUR 04-15-03
	PLOT DATE = 3/3/2011	DATE - 11-06-95	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

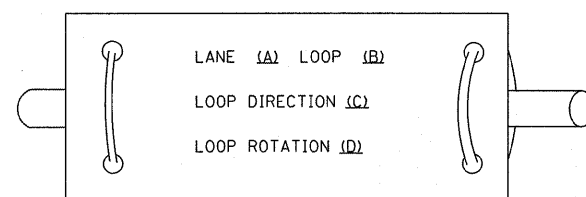
DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3525	103-RS-4	COOK	31	30
BD400-02 (BD-02)			CONTRACT NO. 60M06	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

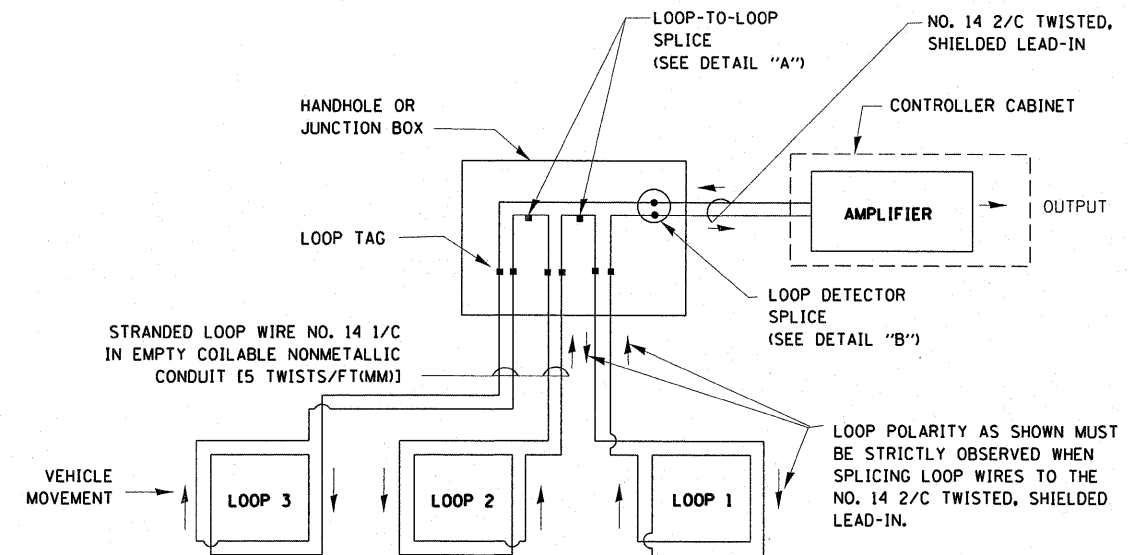
## LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

### LOOP LEAD-IN CABLE TAG

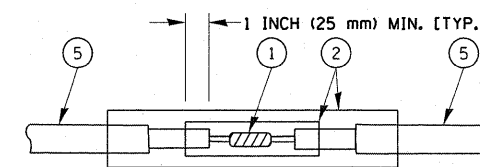


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

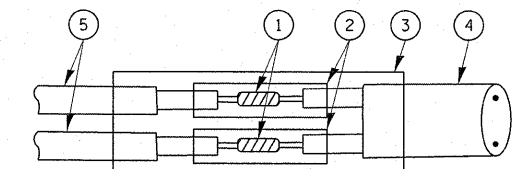


### DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE. THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

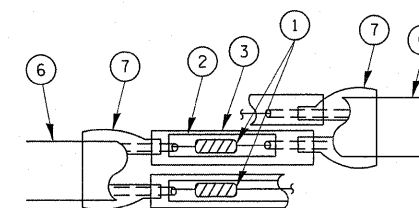


DETAIL "A"  
LOOP-TO-LOOP SPLICE

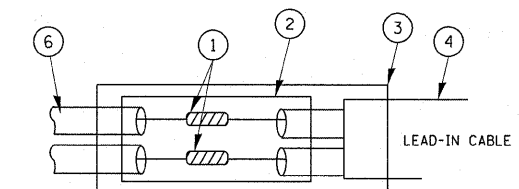


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = abraueh	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pwork\pvidot\abraueh\0230672\Dist	td.dgn	DRAWN - BCK	REVISED -			3525	103-RS-4	COOK	31	31
PLOT SCALE = 50,7684 ' / IN.	CHECKED - DAD	REVISED -	<b>TS-05</b>			<b>CONTRACT NO. 60M06</b>				
PLOT DATE = 3/3/2011	DATE - 10-28-09	REVISED -	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.			